2005 RTPO Plan Review

For Destination 2030

SUBMITTED TO THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION BY:

PUGET SOUND REGIONAL COUNCIL
REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO) FOR THE CENTRAL PUGET SOUND REGION

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Executive Summary

This *2005 RTPO Plan Review* summarizes the implementation steps that were set out in Destination 2030, reviews progress to date, and draws some conclusions about whether the region is still on track. It provides information about the progress that has been made and the projects completed since the May 2001 adoption of Destination 2030. It also conveys information about what actions will be taken to ensure that the plan results in tangible outcomes that improve the economic health of the region and the quality of life for the region's residents.

The information provided herein addresses the full four years since adoption of the plan in 2001, and satisfies the state requirement for biennial reporting. This document is an update of the April 2004 information provided to the federal government in *Destination 2030, 2004 Review and Progress Report.* Where appropriate, data regarding progress has been updated, and report contents have been revised to include state requirements that weren't addressed in the federally mandated 2004 report.

THE PLAN IS A GOOD ONE

Destination 2030 is an award-winning plan that addresses long-range transportation needs of a growing population, with a focus on important early actions to keep the region moving in the right direction. The plan includes a detailed and balanced set of projects and programs that focus on agreed upon investment and finance principles and recognize the link between transportation and growth planning. It identifies more than 2,000 specific projects that will improve roads, transit and ferry service, bicycle and pedestrian systems, freight mobility, and traffic management and operations. Destination 2030 calls for the development of new state and regional funding mechanisms to provide sustained and flexible revenues that support plan strategies. And it outlines a monitoring and review process for ensuring that plans are current and that implementation stays on course.

SUBSTANTIAL PROGRESS HAS BEEN MADE

The first four years of plan implementation have seen significant progress. Advancements have been made in virtually every component of the transportation system, and more than 90 projects have been completed or implemented. Completed roadway projects include major widenings, new HOV lanes, and interchange and freight mobility improvements. Transit improvements include Sounder Commuter Rail service from Everett to Tacoma, Link light rail service in downtown Tacoma, new and expanded park-and-ride lots and transit centers, and transit access ramps. Other improvements include pedestrian/bicycle facilities, Port Orchard ferry terminal intermodal improvements, and programs that add efficiencies to the transportation system. Many other projects and programs are in various stages of development.

STAYING ON COURSE

Financial Outlook

At the end of April 2003, the Legislature passed a 10-year statewide transportation funding package that will help to implement a number of key projects and programs included in Destination 2030. New statewide transportation funding is a fundamental ingredient in the Destination 2030 finance strategy. The new state funding package is an enormously important first step toward addressing the state programs' needs. This first step must be followed by a continuing regional, state, and federal commitment to develop additional transportation funding. Over the next ten years, the region's transportation needs will require nearly $43 billion[1], and current law revenues of $27 billion. New funding of nearly $16 billion, in line with the plan's financial strategy, will need to be secured.

The central Puget Sound region of Washington State has a sound plan for building and maintaining a world-class transportation system. The primary challenge is to successfully implement the plan. The investments outlined in this report are ambitious, and further implementation of Destination 2030 requires state and regional action to improve the region's financial capacity to fund needed investments. And in the end, it is quite possible that new sources of state and regional funding will not be sufficient to support the full magnitude of transportation investments outlined in the full 30-year plan. Innovative approaches to transportation finance, such as those that harness the power of the market to balance supply and demand, may be required.

As the new Legislature and Governor began the 2005 Legislative session, central Puget Sound and communities across the state mobilized to make the case for transportation – to make the system more safe, to make traffic flow better, and to compete for jobs to grow the state's economy. The state faces looming safety concerns on key failing structures, which, if not addressed, could disrupt a fragile economic recovery in the biggest job centers. With budgets drained by a weak economy and tax-limiting ballot measures, cities, towns and counties across the state lack funding to take care of transportation basics. Even as transportation advocates seek to increase federal funding from the Administration and Congress, expectations for significant additional federal funding have been reduced by competing federal priorities.

Within central Puget Sound, mobilization for the 2005 Legislature began in earnest last summer when the Puget Sound Regional Council kicked off a review of the region's overall long-range transportation plan, Destination 2030. A leadership group convened by the Cascadia Center – the Transportation Working Group – also assessed the situation and made recommendations of the best ways to move the region's plan forward. Both efforts reached the same conclusions: substantial new state funding will be required in 2005 to move key projects forward in the next ten years – and more viable ways to raise funding regionally will also be required.

The 2003 Transportation Funding Package approved by the Legislature was widely viewed as a down-payment. Transportation leadership in the Legislature has signaled its intent to seek additional funding in 2005. The Washington Transportation Commission has proposed increasing statewide funding for transportation by $11 billion over the next ten years as a starting point for finding common ground. Even as the region can count on $27 billion from existing revenue streams to fund the next steps in transportation plans, roughly $16 billion more funding will be required in the next ten years to proceed with all of the priority projects. The region's plans will require additional state funding, new regional revenue, new local-investment tools, new tolling mechanisms and continued growth in federal funding.

[1] Year-2000 constant dollars

Under the leadership of Transportation Policy Board Chair Julia Patterson, the Regional Council developed its first-ever set of recommendations to the state Legislature. As a Regional Transportation Planning Organization under state law, the PSRC is required to review the region's overall transportation plan every two years. This year's plan review focused on funding and project prioritization and provided the foundation for the recommendations. PSRC worked closely with other transportation interests within the region to better assure a unified approach to the 2005 session. One result: a growing Transportation Partnership co-chaired by PSRC Executive Director Bob Drewel, Greater Seattle Chamber of Commerce CEO Steve Leahy and Washington State Labor Council President Rick Bender. The Transportation Partnership is committed to making more progress on transportation in 2005. The following are Puget Sound Regional Council's recommendations to the 2005 State Legislature:

- Advocate for additional state funding for state and local transportation projects in the 2005 Legislative session.

- Additional state funding should emphasize transportation corridors connecting urban growth centers and industrial manufacturing centers.

- Advocate that the 2005 Legislature develop new revenues to be distributed to cities and counties to invest in local transportation infrastructure, including transit. State funding should address city and county needs in addition to the state system.

- Advocate for the creation of a special category of state funding for major safety and preservation projects, such as the Alaskan Way Viaduct, the State Route 520 Floating Bridge, and others.

- Sustain the ability of the region, via RCW 36.120 (SB 6140 codified), to develop a transportation funding proposal and present it to voters for approval, and work with the Legislature to consider changes, such as granting of state bonding authority, additional financing tools and ballot title revisions to expand the limit on title length.

- Advocate for continued and additional funding for multimodal transportation, including peak period transit, expanded Commute Trip Reduction (CTR) and Transportation Demand Management (TDM), and an "active-transportation" program for Safe Routes to School, bicycle, pedestrian, and transit friendly development investments.

- Advocate for legislation that authorizes flexible user fees, including tolls for HOT (High Occupancy Toll) lanes and multimodal investments.

- Advocate for dedicated state funding to ensure state participation in the ongoing formation and financing of freight mobility project partner-ships across the state, especially in the central Puget Sound region, such as the FAST Corridor, however, not at the expense of federal Surface Transportation Program (STP) funding.

Major Update Coming

The Puget Sound Regional Council is currently embarking on a major update of the regional transportation plan, Destination 2030. This update will be produced in conjunction with the update of VISION 2020, the region's overall growth management, economic and transportation strategy. With these updates, the region will revisit its framework, policies, goals and actions to assess their continued viability and to determine what changes may be necessary to meet future needs. The updates will require

extensive coordination among jurisdictions and public agencies and will provide numerous public involvement opportunities.

The VISION 2020 update, which is scheduled for adoption in 2007, will incorporate policies that will guide the development of Destination 2030. The transportation plan will be developed in two stages. The first stage will result in a 2007 plan amendment which will meet federal planning requirements for a 3-year plan review/update. The second will produce a 2008 fully update plan that will incorporate the results of regional project-prioritization and funding discussions and will fully reflect the directions set by the updated VISION 2020.

I. Introduction

This *2005 RTPO Plan Review* summarizes the implementation steps that were set out in Destination 2030, reviews progress to date, and draws some conclusions about whether the region is still on track. It provides information about the progress that has been made and the projects completed since the May 2001 adoption of the plan. It also conveys information about what actions will be taken to ensure that the plan results in tangible outcomes that improve the economic health and the quality of life in the region.

Prior to 1990, Washington State's land use and environmental laws were a patchwork enacted over 100 years. In 1990, the state Legislature adopted the Growth Management Act as the framework for managing growth in a manner that is coordinated and comprehensive. Destination 2030 addresses Washington State regional transportation planning requirements set out in RCW 47.80.

Destination 2030 also addresses federal mandates that were first contained in the 1991 Intermodal Surface Transportation Efficiency Act, and re-authorized in 1998 as the Transportation Equity Act for the 21st Century (TEA-21). Like ISTEA before it, TEA-21 requires that urban regions link comprehensive planning programs with funding decisions for transportation projects. It also provides a context for linking transportation planning and programs with growth and development considerations.

As the Metropolitan Planning Organization (federal designation) and the Regional Transportation Planning Organization (state designation) for the central Puget Sound region, the Puget Sound Regional Council is required to provide status reports on the transportation plan. The federal requirement for *triennial* reporting was satisfied in April 2004 with the document, *Destination 2030, 2004 Review and Progress Report*. The state requirement for *biennial* reporting was met in 2003 with the document, *The Central Puget Sound Region, 2003 Action Strategy*.

This document, *2005 RTPO Plan Review*, satisfies the state requirement for the second biennial reporting period, but it covers the full four years since adoption of the plan in 2001. Project lists and future actions described herein generally address the next ten years, 2005 through 2014. The document is an update of the April 2004 information provided to the federal government in *Destination 2030, 2004 Review and Progress Report.* Where appropriate, data regarding progress has been updated, and report contents have been revised to include state requirements that weren't addressed in the federally mandated 2004 report.

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THE PLAN IS A GOOD ONE

Destination 2030 is an award-winning plan that addresses long-range transportation needs, with a focus on important early actions to keep the region moving in the right direction. Specific implementation steps are set out in Destination 2030. A detailed and balanced set of projects and programs that focus on an agreed upon set of investment and finance principles are identified. Links between transportation and growth planning, established in VISION 2020, are strengthened and clarified. In particular, Destination 2030 calls for the development of new state and regional funding mechanisms to provide sustained and flexible revenues that support plan strategies. And importantly, the plan outlines a monitoring and review process for ensuring that plans are current and that implementation stays on course.

Destination 2030 is an ambitious plan. It lays out an aggressive program for addressing transportation problems: investing in more roads, more transit service, better traffic management, and improved linkages between land use and transportation. The plan identifies over 2,000 specific projects that will improve roads, transit and ferry service, bicycle and pedestrian systems, freight mobility, and traffic management and operations. Destination 2030 is about addressing traffic congestion and making it easier to move between home and work, school, shopping and recreation. (See Appendix 1 for a list of Destination 2030's system-expansion projects planned for implementation between 2005 and 2014.)

Destination 2030 received the Association of Metropolitan Planning Organizations' 2002 award for "Outstanding Project." These awards honor outstanding organizations, people and projects most effective in implementing federal transportation policies embodied in TEA-21 and ISTEA. Destination 2030 also received a 2001-2002 Ahwahnee Award from the Local Government Commission. The Ahwahnee Awards honor outstanding projects and programs that create livable communities in 14 western states. Ongoing actions in support of regional and national freight mobility merited the 2000 Achievement of Excellence Award from the National Association of Regional Councils. And finally, in March of 2003, the Regional Council was presented with American Planning Association's Outstanding Planning Award for a Plan. The APA had this to say about Destination 2030:

> *With a population of 3 million people expected to increase by more than 1.5 million in the next 30 years, traffic is a major issue in the central Puget Sound region. Destination 2030 provides a comprehensive and collaborative examination of region wide needs and costs. Transportation investment principles in the plan support a regional land use vision that calls for the creation and revitalization of livable urban communities linked by an efficient transportation system, while preserving open space and limiting sprawl.*

REGIONAL PLANNING CONTEXT

On May 24, 2001, central Puget Sound leaders unanimously adopted Destination 2030 at a meeting of the Regional Council's General Assembly. The General Assembly includes representatives from all central Puget Sound counties, cities, towns, ports and transportation agencies.

VISION 2020, adopted in 1990 and updated in 1995, serves as the region's integrated long-range growth management, transportation, and economic development strategy. It contains policies and strategies that address the following key components: 1) urban growth areas, 2) contiguous and orderly development, 3) regional capital facilities, 4) housing, 5) rural areas, 6) open space, resource protection and critical areas, 7) economics, and 8) transportation. The multicounty planning policies for each of these eight components are intended to guide countywide and local planning efforts as required under Washington State's Growth Management Act.

Destination 2030 is the region's Metropolitan Transportation Plan. VISION 2020's multicounty planning policies, as required by the state's Growth Management Act, provided a framework for the transportation planning and investment decisions that shaped Destination 2030. Together, VISION 2020 and Destination 2030 respond to Washington's Growth Management Act and conform to federal transportation planning requirements.

KEY MESSAGES FROM DESTINATION 2030

In addition to cataloguing the region's expansive transportation investment needs, Destination 2030 contains a number of key messages that relate to all aspects of successfully planning for the region's future. These messages are summarized in the following paragraphs and are elaborated upon in the remainder of this document.

Significant growth is expected in the central Puget Sound region by 2030. And over the past couple of decades of rapid growth, the region failed to make adequate infrastructure investments to support it. This is a critical time for transportation system investment. A high priority is the maintenance and preservation of existing transportation infrastructure and services.

Destination 2030 is a strong plan that contains agreed upon strategies, programs, and projects. It provides stronger links between the transportation system and land use development to encourage growth within defined urban growth areas through balanced investments in multimodal transportation improvements.

Destination 2030 addresses local, regional, and state needs for personal and freight mobility by tailoring recommendations at the sub-regional and corridor levels, in recognition of the region's social, physical and cultural diversity.

Implementing Destination 2030 requires state and regional action to improve the region's financial capacity to fund needed investments. In addition, transportation decision-making is seen as too complex. Plan monitoring and assessment and other forms of accountability are important aspects of building public trust and aiding decision processes.

And finally, it is possible that new sources of state and regional funding will not materialize or be sufficient to support the full magnitude of transportation investments outlined in the full 30-year plan.

Innovative approaches to transportation finance, such as those that harness the power of the market to balance supply and demand, may be required.

II. Destination 2030: Review In Brief

THE REGION IS GROWING

As the population of the central Puget Sound region continues to increase, and as new housing and commercial activity is developed within the urban growth area, the transportation system encounters greater challenges.

Historical Trends

Between 1960 and 2000, the region's population more than doubled, from 1.5 million to nearly 3.3 million. Over half of the population gain (56 percent) during this period is accounted for by net migration into the region. The region's economic base evolved from resource-oriented industries early in this century, to manufacturing-dominated industries, including a strong aerospace sector after World War II. The employment base in the central Puget Sound region more than doubled in the past 30 years. Today, the region has an employment base of 1.9 million jobs. The region's economy remains strongly linked to the aerospace sector, but substantially less so than in previous decades. Employment in the service sector related to high technology, continued to grow rapidly throughout the 1990s.

Regional Growth Forecasts

The strong regional economy will continue to contribute to growth pressures in the central Puget Sound region, which is expected to accommodate more than 4.5 million people and 2.7 million jobs by 2030.

Table 1. Population and Employment, Central Puget Sound Region

	2000	2010	2020	2030
Population	3,275,800	3,671,200	4,115,300	4,535,100
Percent Annual Growth	*NA*	*1.1*	*1.1*	*1.0*
Employment	1,905,500	2,170,700	2,468,300	2,748,000
Percent Annual Growth	*NA*	*1.3*	*1.3*	*1.1*
Households	1,283,000	1,474,800	1,688,300	1,889,100
Percent Single Family	*69.3*	*66.3*	*64.4*	*62.7*

Source: Puget Sound Regional Council

Near Term Issues

Throughout the 1980s, personal travel, as measured by the number of total vehicle miles traveled, grew almost three times faster than population and employment, largely due to the growth in two-worker

households. However, growth in vehicle miles traveled reached a plateau during the 1990s, matching growth in employment and population. It is estimated that the region's current population makes about 10 million daily trips by some form of motorized travel, such as cars, ferries, buses, trains or vanpools.

Due to increased travel and limited investment in transportation infrastructure and services, many of the region's major facilities are functioning at or beyond their capacity. At times during the past few years, this has earned the Seattle metropolitan area the dubious distinction of having one of the most notorious congestion problems in the U.S. In November 2003, the Puget Sound Regional Council directed a survey of citizens across the central Puget Sound region to gauge attitudes and opinions about quality of life, and an indication of the region's priorities. Of the 915 respondents, 52 percent identified traffic congestion or the lack of transportation options as the leading problem, double that of a similar 1993 survey, and 74 percent described the situation as worse today than 5 years ago.

In the central Puget Sound region, as in other urban regions in the country, congestion wastes millions of dollars worth of economic resources each year. Estimates of the cost of congestion to residents and businesses in the central Puget Sound region range from between $1.5 billion to $2 billion annually[2]. These costs are primarily in the form of lost time that cannot ever be recovered. Losses due to congestion are currently between 1 percent and 2 percent of total regional personal income. Without significant action, forecasted future conditions suggest that the value of resources lost through congestion may increase at over three times the rate of growth in personal income through 2030. By 2030, resources lost to delay will be in excess of 3.5 percent of personal income, representing a sizable drag on the regional economy.

THE REGION HAS A BALANCED PLAN

Destination 2030 was developed in response to the region's needs. It focuses on regionally integrated multimodal transportation systems. The regionally significant components of these systems are crucial to the mobility needs of the region and constitute the Metropolitan Transportation System (MTS). Facilities such as airports or ferry terminals that weave parts of the region together by crossing county or city boundaries or those that access major regional activity centers are critical to the region's system.

Destination 2030 documents the impressive magnitude of proposed future investments from all existing local and state plans that seek to address the mobility needs of a population that will increase by 50 percent, with a 60 percent increase in travel over the next 30 years. Destination 2030 was developed to identify and address the region's long-range transportation needs arising from this growth, using the most pertinent and available information to respond to federal and state metropolitan planning requirements.

Destination 2030 is a plan that addresses local, regional, and state needs for personal and freight mobility and recognizes the region's social, physical and cultural diversity. Destination 2030 is a multimodal plan for streets, highways and ferries, transit systems and pedestrian and bicycle facilities, freight and aviation facilities. Destination 2030 supports personal choices and preferences.

LINKING LAND USE AND TRANSPORTATION

A key objective of Destination 2030 was to provide more specificity to the linkage of land use and transportation planning contained in VISION 2020 and to add clarity and detail to existing growth

[2] There is a range of estimates of the costs of congestion, including those developed by the Texas Transportation Institute and estimates of travel delay from results of the Regional Council travel demand model.

management policies and provisions. The growth strategy is built around the concept that additional transportation infrastructure and services will be provided to areas that are accepting an increased share of the region's growth. It has become clear in recent years that investment must be increased within targeted areas if the region is to achieve its vision for growth.

The regional growth and transportation strategy has focused on preserving and developing compact communities, redeveloping urban transportation corridors, and directing employment and housing growth into centers and in patterns where it is easier to walk, bike and use transit. Additional urban design guidance, as well as descriptions of different types of development strategies and financial incentives, reinforce the critical link between land use and transportation planning.

The first phase of planning under the Growth Management Act has been completed. Many regional agencies and local governments, responding to a ten-year plan update schedule, are refining growth plans to address some of these finer issues by creating incentives and encouraging specific types of development in compact communities. As part of these refinements, growth and transportation plans may increasingly focus on making strategic infrastructure investments to help the regional transportation system function better within communities. The Regional Council advocates the use of incentives to recognize places that are achieving the types of development that support the regional strategy of compact development and pedestrian- and transit-supportive urban form. Destination 2030 growth strategies build on the relationship of land use and transportation as presented in VISION 2020. Three broad groups of actions that address the character of growth have been included in Destination 2030 to better articulate this relationship. These groups are 1) physical design guidelines, 2) characteristics of urban centers and concentrated development, and 3) best practices and tools. The region's investment principles and strategy place a high priority on investments that support the region's growth strategy.

Any changes to VISION 2020 during its update (scheduled for 2007 adoption) will influence the land use/transportation connection and will be reflected in the subsequent Destination 2030 update (scheduled for adoption in 2008).

INVESTMENT AND FINANCE PRINCIPLES

The investment strategy for Destination 2030 focuses on the transportation systems that operate at a regionally significant scale and can influence the region's long-term growth, development and quality of life. These regional transportation systems are part of larger systems that connect to other parts of the state and the nation. They are also part of local systems that provide access to land and daily activity. A rational, coordinated, and clearly defined approach to funding and programming for regionally significant systems, across all levels of government and all modes of transportation, is essential to the implementation of VISION 2020.

Investment Principles

1. The first priority should be to maintain, preserve, make safe, and optimize existing transportation infrastructure and services.

2. Investments should emphasize continuity and complete discrete elements of the transportation system.

3. Appropriate investments in all modes should be emphasized to provide travel choices.

4. Transportation investments should be directly linked with measurable transportation, environmental and land use outcomes, and should support the achievement of regional and state benchmarks.

5. Cost effective transportation options to addressing identified problems should be demonstrated and implemented.

6. Compact development of designated urban centers, high capacity transit station areas, and other communities should be supported through direct investment.

Finance Principles

An important element of the Destination 2030 investment strategy is the set of principles that guide the development of financial strategies and revenue sources. The past decade has clearly demonstrated that the state and the region need a new strategy – one that benefits all communities and helps create a stable and sustainable fiscal future.

1. Additional revenues must address local, regional and state transportation plan needs.

2. New revenue sources must bear a relationship to system cost and system use.

3. The financial structure should support multimodal mobility.

4. System financing must be sustainable.

5. New financing tools or changes to the financing structure should strive to simplify and add flexibility to the overall structure.

6. Ensure a reasonable rate of return on revenues raised within a region, for investments within the region.

IMPORTANCE OF EARLY ACTIONS

It was clear in the development of Destination 2030 that significant and early action is required if the region's transportation system is to continue to serve the vital functions it has historically served for residents and businesses in the central Puget Sound region. Major investments in all the core transportation programs will be required in order to keep people and goods moving in a reasonable and economical manner. These investments were specifically laid out in the region's unanimously adopted long-range transportation plan, Destination 2030.

In the long run, public health and safety are at risk, and the economic outlook of the region and state may be compromised through failure to adequately invest in transportation systems. Destination 2030 emphasizes that transportation investments must address a broad array of mobility needs through multiple types of programs and services. This includes investments that manage systems for greater efficiency, help limit future growth in demand for services and infrastructure, and expand mobility options by adding capacity to existing systems as appropriate.

At the same time, resources to support these investments are limited, and authorities responsible for investments face mounting demands other than transportation. A core element of Destination 2030 focused on new state funding to be found to support major state projects, and the regional funding and

decision-making that would be required to support transportation needs that are significant to the region and the state.

Finally, Destination 2030 recognizes that all of this is not enough. In the long run, transportation and land use planning must continue to be integrated in a manner that reduces long-term costs and maximizes public benefit. And in the future, a more rigorous project scoping and prioritization effort reflecting performance benefits and fiscal constraints may be required.

MONITORING PERFORMANCE

Performance monitoring completes the link between plan policies and an investment strategy designed to implement those policies. Through evaluation, over time, the region can be sure that investments achieve desired outcomes. The successful implementation of Destination 2030 depends upon a performance monitoring system that provides early warning if current practices are not having the desired results. This system of performance monitoring is also useful for refining programming criteria and decision-making processes to ensure the region's investment strategy is supporting regional policy. It is recognized that plan monitoring and assessment for Destination 2030 must address all elements of the Metropolitan Transportation System, monitoring changes in growth and development as well as transportation systems and finance.

Destination 2030 directs the Regional Council to pursue a framework for continuous review that focuses on monitoring progress toward growth management and transportation objectives. It calls for a series of topical monitoring reports to focus on specific data relating to implementation of VISION 2020 and Destination 2030. Reports present information and trends related to land development patterns, congestion, accessibility, modal split for travel by auto, carpools/vanpool, transit, pedestrian and bicycle travel, transportation demand strategies, public and private expenditures for transportation, and regional transportation funding capacity.

III. Managing Systems

Implementing the regional transportation plan involves significant investment in physical transportation infrastructure. But it also involves system improvements that help the region efficiently manage assets, make better investment decisions, and plan for future growth and development. The Regional Council, in coordination with regional planning partners, is engaged in a range of efforts that create the information and systems needed to support plan development and implementation. This section highlights progress in these major management systems.

GROWTH MANAGEMENT

A key objective of Destination 2030 is to provide more specificity on the linkage between land use and transportation planning as described in VISION 2020 and to clarify and add detail to existing growth management policies and provisions. Since plan adoption, the Regional Council has pursued a work program designed to further strengthen the relationship between regional growth management and transportation planning and implementation. Work products associated with this program can be found on the Regional Council's web page at http://www.psrc.org/projects/growth/index.htm.

Regional Growth and Manufacturing/Industrial Centers

When Destination 2030 was adopted, 21 regional growth centers and 8 manufacturing and industrial centers in the region had been formally designated. Since then, 3 more regional growth centers have been designated, and an additional designation is pending. The Regional Council investigated development trends and has developed guidance related to urban form, site design, and accessibility. Characteristics of different types of compact communities have been described in the Puget Sound Milestones report entitled *Central Puget Sound Regional Growth Centers*.

Table 2: Regional Growth Centers and Urban Growth Areas

County	Total Land Area (square miles)	2004 UGA Land Area (sq. miles)	Percent of County in 2004 UGA	Centers Land Area (sq. miles) 2004	Percent of 2004 UGA in Centers
King	2,126.1	457.7	21.5	13.5	2.9
Pierce	1,675.5	255.2	15.2	5.3	2.1
Snohomish	2,090.2	180.4	8.6	4.8	2.7
Kitsap	396.0	87.2	22.0	3.6	4.2
Total	6,287.8	980.5	15.6	27.3	2.8

SOURCE: King, Kitsap, Snohomish and Pierce County Assessors, Puget Sound Regional Council

In 2000, the regional growth centers represented just over 2.4 percent of the land, 5.0 percent of the population, and 28.6 percent of the employment within the region's urban growth area (UGA). In 2004, regional growth centers took in 2.8 percent of the land, 5.2 percent of the population and 33 percent of the employment.

Given the importance of regional growth centers in achieving the growth management and transportation objectives of Destination 2030, the Regional Council undertook an effort to develop standardized designation criteria for any new regional growth centers or manufacturing industrial centers. These criteria were developed in conjunction with extensive outreach to local jurisdictions and countywide planning groups.

To aid jurisdictions with designated regional growth centers – as well as to better inform communities that may be considering identifying areas as new regional growth centers – the Regional Council produced a Center Plan Checklist. This checklist includes (1) growth management expectations for creating more compact and livable core areas, (2) physical design guidelines established in Destination 2030, and (3) provisions for creating more pedestrian-friendly and transit-supportive districts.

In September 2003, the Regional Council's Executive Board revised its Policy and Plan Review process which governs the agency review of local comprehensive plans for conformity with state growth management planning requirements and consistency with the policies and provisions in Destination 2030. The revised process now requires jurisdictions with designated regional growth centers to develop subarea plans for their centers. These center plans must also demonstrate that the 10 physical design guidelines established in Destination 2030 are being followed.

As of March 2005, the Regional Council has certified the transportation-related provisions in the local comprehensive plans of 78 of the region's 82 municipalities. The certification action means that the plans have been determined to conform with state growth management requirements, including demonstration of consistency with Destination 2030. (The Council continues to work with the remaining 4 cities to address deficiencies in their plans in order that they may meet all of the certification requirements when their documents are next updated.) All four counties' transportation provisions have also been certified. The Council continues to require certification as a condition for localities to be eligible for submitting project applications for funding consideration in its regional transportation improvement program process.

Destination 2030 recognized the importance of urban form to mobility and proper functioning of the transportation system. The region committed to developing and promoting guidelines for designated urban centers and high capacity transit station areas, pursuant to Growth Management Act requirements and adopted regional policy. This work resulted in the publication of a Design Guidelines Manual.

Several of the physical design guidelines established in Destination 2030 focus on parking-related issues in regional growth centers. To assist localities in addressing parking considerations, the Regional Council developed a "Parking Management Plan Checklist." Managing parking is one way of encouraging alternative modes of travel into and within centers and is therefore an important growth management and transportation strategy.

Status of Local Government Concurrency Process

Under the State Growth Management Act, adequate facilities are required to be in place, or committed to financially, to serve new development. Local governments have choices about how to apply concurrency within their plans, regulations, and permit systems. In cooperation with the Regional Staff Committee, Regional Council staff undertook a three-phase investigative work program to assess the effectiveness of concurrency practices of local governments in the central Puget Sound region. A report which presents

findings of each phase of work and a final set of recommendations was produced. The recommendations are being used by local jurisdictions as they revise their concurrency provisions.

Promoting Best Development Practices

In Destination 2030 a number of regulatory reforms, development strategies, and financial incentives were identified as tools to help achieve the regional growth and transportation vision. Destination 2030 calls for encouraging the use of these tools in a targeted manner to help foster development in designated urban centers and compact communities and around high capacity transit station areas. Traditional land use tools do not always sufficiently guide new development. Regulatory reforms and financial incentives are tools that can make the difference. The Regional Council has produced a number of documents related to best development practices, including the following:

- Best Practices Status Report: Results from Legislative Sessions Related to Financial Incentives
- Financial Incentives That Support Transit Oriented Development
- Innovative and Affordable Housing

The Regional Council also researched the strategies and actions pursued by six regional growth centers to implement their visions for their centers. The centers are Bellevue, Bremerton, Everett, Kent, Renton and Tacoma. The purpose of the research was to identify actions that might be transferable to other communities. The end product provides examples and information that showcase best practices for developing centers.

Rural Town Centers and Corridors Program

Recognizing that rural area transportation and town center development needs can sometimes be overshadowed by focus on the urban area, the Regional Council has created a new program to help provide technical and project development assistance to the region's rural town centers and corridors. This corridor planning program includes a pilot study for SR 203 in rural Snohomish and King counties, which has yielded several positive results.

Integrating Growth Management into Economic Development Planning

In 2004, the Regional Council oversaw the region's participation in the federal Public Works competitive grant program. The grant process was revised during the 2004 cycle to integrate criteria that supports the VISION 2020 growth strategy. The new primary criteria ranked projects based on their ability to demonstrate support for job growth in the designated regional centers or to provide access from distressed communities to these centers.

METROPOLITAN TRANSPORTATION SYSTEM

The Metropolitan Transportation System (MTS) serves as a planning tool to identify regional transportation problems and analyze and develop regional solutions. It serves as a focus for required state and regional transportation system performance monitoring, particularly for the federally required congestion management system (CMS). The Metropolitan Transportation System consists of regionally significant multimodal transportation facilities and services that are crucial to the mobility needs of the region. Destination 2030 updated the Metropolitan Transportation System. The plan emphasizes an

integrated multimodal transportation system and describes the regionally significant modal components of that system.

MTS facilities and services are defined both functionally and geographically. A facility or service is part of the MTS if it helps to provide access to any activities crucial to the social or economic health of the central Puget Sound region. Facilities that weave parts of the region together by crossing county or city boundaries are critical to the MTS. Any link that accesses a major regional activity center such as an airport is also a critical element of the MTS. Specific facilities or services are included in the MTS based on their function within the regional transportation system rather than their geometric design or physical characteristics. Facilities in the MTS include those in the following transportation systems:

- Roadways
- Ferries
- Transit
- Pedestrian and bicycle
- Freight movement
- Intercity passenger rail
- Regional aviation

The MTS also includes transportation system management and demand strategies which support these facilities.

CONGESTION MANAGEMENT SYSTEM

The Regional Council, as the designated Metropolitan Planning Organization for the central Puget Sound region, has the responsibility for developing the Congestion Management System (CMS), in cooperation with the Washington State Department of Transportation (WSDOT) and local jurisdictions and agencies. The intent of the CMS is to support the region's comprehensive planning process by helping to protect investments in existing and future transportation networks and improving their effectiveness. The CMS provides decision makers with information about transportation system performance and alternative strategies to reduce congestion and enhance the mobility of people and goods. The CMS also links corridor planning and the comprehensive regional planning process together through the evaluation of transportation strategies.

Data collected for the CMS is used to improve the planning tools, such as the regional travel demand models. Travel demand models are then used to evaluate plan alternatives' abilities to reduce congestion and to address other areas of regional policy. These tools are also employed during the evaluation of specific transportation projects and programs. This process is most easily seen when viewed in the context of major regional corridor studies. The purpose and needs articulated in the corridor studies follow from data that characterizes existing conditions and problems. Corridor alternatives are evaluated using the regional travel demand models, and preferred approaches allow corridor performance to be tracked over time as improvements are made.

The WSDOT is currently involved in a data development exercise that stems from an examination of congestion relief strategies applied to major metropolitan regions in the state. This Congestion Relief Analysis study may provide additional information that can be used in, or related to, the Regional Council's Congestion Management System.

Working to Make the CMS Better

The Regional Council is in the midst of updating its approach to CMS planning. This work includes the following activities:

- Establish and document performance measures for all regional transportation facilities (including newly adopted level-of service standards for all highways not of state-wide significance), in order to locate areas of most profound congestion for future planning analysis
- Analyze and document the reasons for congestion and possible strategies to reduce congestion
- Identify and evaluate the benefits of transportation strategies and establishing plans to address congestion in regional corridors
- Document the relationship between Destination 2030 and WSDOT corridor studies
- Assessment of the efficiency and effectiveness of implemented strategies

Accomplishments

- CMS System Performance Report for 1999 (published 12/2001) adds to historical data set
- Adopted level of service (LOS) standards for regionally significant state highways, as required by state law
- Various traffic count and travel time data collected in 2002 and 2004
- Revisions to work plan to implement CMS elements through the comprehensive regional planning process, including Destination 2030 update, WSDOT corridor studies, and monitoring and assessment reports
- Related to CMS: alternatives analysis/EIS completion and/or selection of preferred alternative for several congested corridors, including I-405, SR 520, I-90, SR 99 Alaskan Way viaduct, SR 167 (Pierce County), Sound Transit projects
- Related to CMS: completed projects (e.g., I-5 and I-405 HOV lane extensions) along congested corridors

Major corridor planning and decision-making efforts sponsored by multiple agencies have made significant progress over the past few years. Each major transportation corridor is being treated as a unique system involving complex transportation, land use, environmental and community issues, whose parts must fit together within the context of the regional transportation plan, Destination 2030. In this way each of the corridors is approached in a manner consistent with adopted growth-management plans, as required under state law. Each corridor program addresses a range of multimodal capacity-expanding options, approaches that manage transportation demand, and a no-action alternative.

The major corridor projects in the region include commitments to transportation demand strategies. These strategies will likely be implemented in combination, and the range of strategies used will vary depending on the needs in each corridor.

The WSDOT is also studying some aspects of managed lanes, at both the corridor level and an interconnected regional scale. And the Regional Council has embarked on a pilot project to measure how users of the system would likely respond in their travel decisions to pricing systems. This work will be completed in 2005/6.

Work has advanced in the evaluation of potential transportation solutions along major transportation corridors in the region. WSDOT has taken the lead planning role with support from local governments and transit operators within the region. Major expansion of transit services and facilities has been identified as part of the solution in each of the major corridor studies.

- **I-405.** The I-405 Corridor Programmatic Final Environmental Impact Statement (EIS) is completed, and construction packages are being defined and advanced with state funding and proposed regional funding. The Final EIS was completed in 2002, and a Record of Decision was issued in October 2002. Four project-level environmental assessments are being scoped, consistent with the Final EIS and inclusive of the wide range of funding possibilities and impacts. The Corridor Environmental Program, part of the preferred alternative endorsed in the Record of Decision, continues. The recent increase in state revenues provides an initial $485 million; the ten-year corridor vision is priced at $4.7 billion. Additional funding is expected to come from a possible voter-approved Regional Transportation Investment District (RTID) package.

- **SR 167.** Improvements for SR 167 are being planned in two major segments, and funding is sought for each under the RTID package. For the east-west segment (Puyallup to Port of Tacoma), the cost estimate has increased significantly as better geologic information has become available and as the project design has evolved. In 2001, the north-south segment (Pierce County line to Tukwila) began study by WSDOT and local jurisdictions. Improvements along this section of SR 167 are now included in the proposed King County RTID package. At the request of WSDOT, the SR 167 corridor improvement project has been added to Destination 2030 as a Candidate project. The SR 167/I-405 Interchange is the highest priority action under the I-405 Corridor Program. The current RTID proposal contains funding for this project segment.

- **I-5.** In 2002, the Legislature appropriated $10 million for an I-5 Environmental Impact Statement (to be completed by late 2007) to address repaving, operations, and capacity issues between Boeing Access Road and Northgate. Cost for the I-5 pavement reconstruction program is currently estimated at $2 billion. Separately, the SR 520 EIS will examine I-5 capacity needs imposed by the SR 520 (TransLake) project-level EIS alternatives.

- **I-90 Two-Way Transit and HOV Lanes.** Construction is scheduled to begin in 2006 and should be completed in 2007. Near-term actions fit within the context of the larger and ongoing TransLake and Sound Transit vision update planning efforts.

- **SR 509.** The SR 509 Final EIS was completed, and Record of Decision (ROD) issued in the spring of 2003. Current project cost estimate is $935 million.

- **Cross-Base Highway.** The SR 704 Draft EIS was completed in 1998, a supplemental EIS in 2002, the Final EIS in late 2003. The project is coordinated with the affected military bases, and is consistent with the Pierce County comprehensive plan and other possible corridor improvements extending east toward other state routes in the Puyallup Valley. The Draft EIS Project cost is $174 million. The project record or decision was adopted in August 2004, and WSDOT is currently working on design completion.

- **SR-520 Bridge Replacement and HOV Project.** The SR 520 Final EIS is under development and will be completed in 2005. A "full build-out" project-level EIS will be coordinated with I-5 solutions and with the I-405 Corridor Program Record of Decision. The action alternatives will also factor into a "what-if" analysis for the range of possible Sound Transit Phase II high capacity transit decisions. Replacement of the vulnerable floating bridge section is the highest priority action within the corridor. The price range is $1.5 to $3.4 billion.

- **Alaskan Way Viaduct.** On December 6, 2004 the city of Seattle and WSDOT signed an agreement designating the tunnel option as the preferred alternative for the SR 99 Viaduct replacement. This option will provide a seismically sound six-lane tunnel between Pioneer Square and Pine Street and will replace the aging seawall. The tunnel option allows for redevelopment of the Alaskan Way surface corridor to reconnect the city with the waterfront. Total estimated cost for the tunnel project is $4.188 billion. The Final EIS is expected to be complete in mid-2006, and construction is scheduled to begin in 2009.

Roadway Safety

Roadway safety data are collected and systematically analyzed by WSDOT[3] and local jurisdictions, and are used in evaluating the need for safety-related investments. Safety issues are factored into the evaluation and design of project alternatives as well as the prioritization of project implementation.

Statewide accident and fatality rates dropped between 1993 and 2003:

- Accidents per 100 million vehicle miles traveled (VMT) decreased from 267 to 226.
- Fatalities per 100 million VMT dropped slightly from 1.4 to 1.1.

In 2003, accident rates in the central Puget Sound region exceeded the statewide average, while fatality rates were below the statewide average:

- Statewide there were 124,138 collisions with a rate of 226 collisions per 100 million VMT while in the region there were 75,317 collisions with a slightly higher rate of 258 collisions per 100 million VMT.

- Statewide there were 601 fatalities with a rate of 1.1 fatalities per 100 million VMT while in the region there were 234 fatalities with a lower rate of 0.80.

- Of the four counties in the central Puget Sound region, King County had the highest accident rate (265 collisions per 100 million VMT) but the lowest fatality rate (0.65 fatalities per 100 million VMT).

Use of safety belts increases the chances of surviving a collision by up to 70 percent. The "Click-it or Ticket" enforcement campaign, which the Washington State Patrol began in May 2002, has helped significantly increase safety belt use in Washington. WSDOT has assisted with this effort by getting the word out through variable message signs, roadway signs, and using highway advisory radio.

[3] Information provided is for all roads including interstate routes, other state routes, county roads, city streets, U.S. forest, national parks and other federal, tribal, state park and other state roadways. Data source is Washington State Department of Transportation. Under 23 United States Code - Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT or any jurisdictions involved in the data.

Table 3: Safety Belt Use by Selected Top-Ranking States and by County

State / County	2001 Percentage	2004 Percentage
Washington	82.6	94.2
King County	85.4	97.4
Pierce County	83.5	89.9
Snohomish County	83.9	92.5
Kitsap County information not available		
Arizona	74.4	95.3
California	91.1	90.4
Hawaii	82.5	95.1
New Mexico	82.3	90.5
Oregon	87.5	92.6

Source: National Highway Traffic Safety Administration

SECURITY AND TRANSPORTATION

Following the terrorist attacks on the World Trade Center and Pentagon on September 11, 2001, US Transportation Secretary Mineta's USDOT Strategic Plan was revised to include a prominent Security goal in addition to a Safety goal. This is a policy area of emerging importance, that will influence planning and prioritization decisions and will shape the nature and design of many transportation investments in the future.

International Trade

The Ports of Seattle and Tacoma are working together with the port regions of Los Angeles/Long Beach and New York/New Jersey to develop technologies and operational procedures to prevent international marine container supply lines from being used as conveyance systems for weapons of mass destruction. Security must be assured for container shipments from their overseas points of origin and loading to points of final delivery. The program is called Operation Safe Commerce. The ports are members of the Regional Council, and the Council has served in a peripheral role to help convey the urgency of actions and to connect the Port efforts with parallel efforts and decision points of the international shipping community (the International Standards Organization, and the International Maritime Organization).

Aviation

Since September 11, 2001, the efforts to enhance security in the commercial airline passenger industry have been well publicized. The Transportation Security Administration, Federal Aviation Administration, Port of Seattle, and airlines have undertaken a broad range of efforts aimed at protecting aircraft in flight and airport passenger terminals from terrorist acts. Numerous enhanced security measures have been implemented at Sea-Tac Airport. These include increased presence of law enforcement personnel throughout the airport, enhanced screening equipment and procedures by Transportation Security Administration (TSA) personnel, and canine explosives-detection teams. Enhanced restrictions apply to terminal parking, airfield access and onboard cargo and carry-on items. Only ticketed passengers are now allowed beyond airport security screening stations, and a new badge program using biometric access code technology for all employees who have access to restricted areas has been adopted.

In November 2003, the TSA published an Air Cargo Strategic Plan focused on security. The plan's four objectives are to: (1) enhance shipper and supply chain security; (2) identify elevated risk cargo through prescreening; (3) identify technology for performing targeted air cargo inspections; and (4) secure all-cargo aircraft through appropriate facility security measures. Since its creation after September 11, 2001,

TSA has moved steadily to strengthen air cargo security. The TSA, FAA, regional airport operators, and air cargo carriers are working together to begin implementing these air cargo security objectives.

The U.S. Department of Transportation and Transportation Security Administration have also established improved security measures for general aviation airports:

- Airspace and operational restrictions
- Intercept operations - the Department of Defense has increased airborne flight monitoring assets and combat air patrols on an ongoing and random basis
- Scrutiny of pilots, crews, passengers and aircraft on the ground
- Communication and education.

At the airport level, the following security measures have been recommended by the National Association of State Aviation Officials:

- Secure unattended aircraft
- Report unusual and suspicious activity
- Develop airport security plans
- Increase public awareness and education
- Monitor airport property and users
- Control movement in the aircraft operating area
- Prevent unauthorized aircraft operating area access
- Develop standards for new pilot ID Smart Cards and identification verification systems

Military

Under the evolving Pentagon strategy for the 21st Century, the Port of Tacoma serves the continental "power projection platform" on the west coast, centered at Fort Lewis (linked by air, rail and highway to other centers, including the major Yakima Training Center in Eastern Washington). One dozen military installations are located in the region, including the carrier task force base at the Port of Everett. The Department of Defense (833rd Military Transport Management Command), which routinely supplies overseas bases in the Pacific region, has been active on the Regional Freight Mobility Roundtable since it was convened by the Regional Council in 1994.

TRANSPORTATION AND THE ECONOMY

In addition to regional growth management policy (VISION 2020) and the regional transportation plan (Destination 2030), the Puget Sound Regional Council, through the Economic Development District, is also responsible for comprehensive economic development planning. The region recognizes that

transportation is one of several important factors that influence the economy of the region and the state. In fact, early analysis in development of a new regional economic strategy revealed that the region's economic leadership considers transportation improvement as the most effective way to better enable the region's overall competitiveness, as well as serving an emerging network of well connected Urban Centers and Manufacturing Centers and other development clusters.

In its work to update the Washington Transportation Plan (scheduled for completion in December 2005), the state gives new attention to freight mobility and the economy by addressing three topics that are also of particular importance to the region, as a gateway to the Pacific Rim and a concentration of businesses and consumers. These are international trade, the needs of manufacturers and producers within the state, and the needs of those engaged in wholesale and retail distribution activities.

Comprehensive Regional Economic Strategy

The Prosperity Partnership is a public and private coalition of interests led by the Puget Sound Regional Council to develop and implement a comprehensive regional economic strategy. It will focus on economic clusters[4] in developing a strategy for positioning the region within a dynamic and increasingly competitive global economy. The Prosperity Partnership analysis has identified fifteen primary clusters: business services, military, head offices, life sciences, long term care, information technology, aerospace, boat building, wood products, speciality food, tourism, logistics and international trade, electronic shopping, environment and alternative energy, and sound recording. The first five clusters, to be addressed in 2005, are aerospace, information technology, logistics and international trade, and environment and alternative energy.

The relationship between transportation and the economy is complex and difficult to evaluate in terms of project-level costs and benefits. But beyond project-level benefit/cost analysis, the ability to technically analyze many additional highway, transit or freight investment impacts on the regional economy is very elementary. The Regional Council is exploring with WSDOT and the ports, possible modeling techniques that might supplement travel demand models with economic information at the regional and subregional levels. A transparent and reliable tool of this kind could help decision making by the Legislature, the Regional Council and other collaborative groups such as the Regional Transportation Investment District (RTID).

Transportation and the Regional and Global Economies

The current action agenda focuses on chokepoints while also working to ensure that investments do not simply move constrictions from one point or transport mode to another. The central Puget Sound region serves as a nexus for east-west transport routes linking the United States to the Pacific Rim and for routes linking the region to Canada in the north and to Oregon and California in the south. Three quarters of marine containers imported at the Ports of Seattle and Tacoma are transshipped east to the Chicago hub, to the East Coast (15 percent of the total), or further, to European markets (another 15 percent). Nearly half a million jobs in the region are directly dependent on the freight system: more than 200,000 in manufacturing and almost 100,000 each in wholesale trade, transportation/utilities, and construction. The Boeing Company employs 53,000 workers and is dependent on reliable supply chains within the region and on global supply chains accessing the rest of the United States and international suppliers.

[4] Clusters are geographically specific groupings of inter-connected companies (specialized suppliers, service providers and support institutions). Examples include the film industry in Los Angeles, the high technology industry in Silicon Valley and the finance industry in New York. By locating near each other, or clustering, businesses can increase their productivity, accelerate innovation, and stimulate new business formation.

The Regional Program

Regional transportation planning is attentive to the broad regional economy sketched above in several ways:

- By addressing personal transportation and the economy, regional planning and project implementation are especially focused on commuter needs. General traffic delay impedes the mobility of employees between home and work and daily business travel, costing the region hundreds of millions of dollars each year.

- Destination 2030 incorporates the collaborative and interrelated Corridor Programs developed at the subregional level. These programs affect both personal mobility and commerce and, in addition, relate future investments to regional and local land use policies.

- Regional planning continues to improve the Congestion Management System and to track the WSDOT Congestion Relief Analysis, especially relative to potential managed lanes in the major corridors programs.

- Regional planning acknowledges the general vulnerability of business and other activities, to congestion and disruption of the personal and freight transportation systems.[5] With WSDOT and other states in the West Coast Corridor Coalition, the Regional Council is engaged in efforts to identify and address freight mobility issues of common interest. (Sixty percent of United States marine container trade is through West Coast ports).

- Exploring the strategic link between transportation and the Prosperity Partnership clusters.

- Agencies in the region are working in partnership on the FAST Corridor Phase I and Phase II action packages, and on a new initiative to better define an urgently needed, broader freight mobility action strategy and communication package.

PSRC / WSDOT Collaboration on the Movement of Freight and Goods

Through sponsorship and coordination of the public-private Regional Freight Mobility Roundtable, the Regional Council continues to work closely with the Washington State Department of Transportation (WSDOT) and to foster longstanding public-private dialogue with shippers and carriers. With Roundtable assistance and the related interagency work on the Freight Action Strategy and Corridor (FAST Corridor), the regional transportation plan addresses the interrelated needs of all modes of freight transport within and through the region – maritime, rail, air and highway.

In developing the regional transportation plan update for 2008, the Regional Council will continue to work with stakeholders to frame a broadened and productive action strategy for freight needs in the region. This work will be completed by Autumn 2005 in time to influence the Washington Transportation Plan. Inputs to this effort will include recent statewide and regional technical and policy initiatives:

- 2003 FAST Partnership analysis of strengths, weaknesses, opportunities and threats (WSDOT/PSRC sponsorship)

[5] In 2003 the Regional Council served on a national panel that addressed congestion and freight mobility, *Traffic Congestion: Issues and Options*, Washington DC, June 2003, sponsored by Federal Highway Administration, the US Environmental Protection Agency, and other national organizations

- *2004 Marine Cargo Forecasts,* Washington Public Ports Association and WSDOT, and the 2003 Northwest Maritime Summit event

- 2005 *Regional Air Cargo Study,* Puget Sound Regional Council

- 2002-7 *Strategic Freight Transportation Analysis,* University of Washington, et al,

- 2004 *Freight Rail Capacity Study* (Washington Public Ports Association) and follow-up work with the two mainline railroads (Burlington Northern Santa Fe and Union Pacific) and other members of the Freight Roundtable.

TRANSPORTATION SYSTEM MANAGEMENT

Optimizing the region's existing transportation system was identified as one of the highest priorities in Destination 2030. Transportation system management (TSM) strategies are meant to improve the efficiency and effectiveness of the multimodal transportation system by managing congestion, increasing reliability and providing convenient connections for people and goods. One important way the existing system can be optimized is by implementing traveler information and management technology, often referred to as intelligent transportation systems (ITS). There is growing local and national research that shows how improved management and operation of existing transportation systems using ITS can support the long-range vision of the region by significantly improving system capacity, safety, and efficiency. The Regional Council has been engaged in maintaining and updating the adopted ITS Regional Architecture (including compliance with new federal requirements) and developing a work program to improve coordination of regional operations efforts through the Congestion Management System.

Operation of High Occupancy Vehicle Lanes

In January 2003, the Washington State Transportation Commission voted to direct the Department to open east King County high occupancy vehicle (HOV) lanes to general traffic during nighttime off-peak hours (7 p.m.–5 a.m.). The change specifically relates to HOV facilities on I-405, SR 167, SR 520 and I-90 (east of I-405). A long-term evaluation will help to determine whether the revised hours of operation are meeting policy objectives or whether other operational modifications are needed.

In addition, the Commission decided to explore converting I-405 and SR 167 HOV lanes to high occupancy toll (HOT) lanes during mid-day off-peak hours. After initial review of options, WSDOT is proposing to convert the HOV lanes on SR 167 between Renton and Auburn to HOT lanes as a pilot project to test the benefits of implementing HOT lanes.

If approved and funded, the SR 167 HOT Lane Pilot Project would be the first HOT lane in the state and would provide more data to help determine if HOT lanes could be used in other locations, what modifications would be needed, and the level of public acceptance.

High Occupancy Toll (HOT) lanes are only open to carpools, vanpools, transit and toll-paying solo drivers. In addition to preserving priority status for transit, HOT lanes allow solo-drivers to use the surplus capacity in the lanes by paying a toll. Tolls for HOT lanes are set to ensure that these lanes keep flowing even when the regular lanes are congested. Specifically, the Commission directed the Department to develop a long-term managed lane strategy to manage the existing roadway space more

efficiently, and immediately pursue federal value pricing grant funding to develop and further the implementation of a managed HOT Lane system.

Accomplishments

- Regional ITS Architecture developed and adopted (published 6/2001)
- Benefit-cost analysis of regional ITS package completed
- Expanded use of ITS equipment for transit operations, including automated vehicle location, transit signal priority, transit security, Regional Smart Card agreement, etc.
- Several new local traffic management centers completed
- Additional instrumentation in place on major freeways to support real-time traffic and travel time data collection
- Additional traffic signal coordination installed along major corridors and in central business districts around the region
- New traveler information resources available, including "511" traveler information telephone line, real-time travel time information, transit trip-planning and real-time bus arrival tools

TRANSPORTATION DEMAND STRATEGIES

Transportation demand strategies[6] are those efforts that seek to increase the usefulness and efficiency of the transportation system by reducing the demands on it. This means increasing the people-moving capability by increasing the number of people in each vehicle. Demand strategies increase the efficiency of roadways by moving more people per vehicle, and they increase the use of transit, and pedestrian and bicycle networks.

Accomplishments

Commute Trip Reduction. The state's Commute Trip Reduction (CTR) Law was enacted in 1991. It requires employers, with 100 or more employees commuting to a worksite between 6:00 and 9:00 a.m., to implement programs that reduce their employees' vehicle commutes and vehicle miles traveled. Currently the CTR law covers about 27 percent of the region's employees.

- On an average workday morning in 2003, CTR removed more than 15,000 vehicles from the region's roadways. The number of vehicle trips reduced increased from 12,100 in 2001 to 14,200 in 2003. And the annual reduction in vehicle miles traveled for CTR-affected employees increased by more than 16 million, from 79.8 million to 96 million in 2003.

[6] In 2003, APCO Insight completed four focus groups on behalf of the Regional Council and produced a report entitled, "Transportation Demand Management: Testing How to Talk About It." The focus groups were designed to test public attitudes and language concerning Transportation Demand Management measures. The immediate goal was to identify how to talk about it in such a way that it resonates with the public and can be used in a meaningful way by elected officials and planners. In offering language to describe the concept, participants used terms that were results oriented, focusing on benefits to individuals and society. One of the outcomes is that the Regional Council has initiated an effort to communicate about these programs in terms of "Transportation Demand Strategies."

- In 2003, the drive-alone commute rate of CTR-affected employees was 64 percent. This contrasts with the 2000 census data (the most recent available), which puts the region's overall drive-alone rate for work commutes at just over 71 percent.

- In 2003, the Legislature created a competitive grant program ($1.5 million biennially) to help employers provide financial incentives to their employees for non-SOV travel. For the 2003-2005 biennium, $1,489,585 was awarded statewide, and $1,124,495 of that award went to 21 projects in the central Puget Sound region.

Tax credits. Destination 2030 ***c***alled for re-establishment of the state's business and occupation tax and utility tax credits for employers that provide financial CTR incentives to employees for using alternatives to driving alone. In 2003, those tax credits were reinstated through June 2013 and were extended to property managers as well as employers.

Public-private partnerships. Destination 2030 called for the creation of public-private partnerships to fund demand strategy programs. The following programs provide good examples of such partnerships:

- R-Trip, a partnership of Redmond, King County Metro, and Redmond businesses to provide incentives to try alternatives to driving alone.

- The King County Commute Partnerships program teams Metro with employers to develop products and services that expand commute options for employees.

- The addition of a new transportation management association, Duwamish TMA.

- Since 2000, Mobility Incorporated, doing business as Flexcar, and King County Metro have maintained a partnership to support the car-sharing program. Since 2001, the partnership has expanded to include Kitsap Transit and other businesses and organizations such as Amtrak and Enterprise Rent-A-Car.

Ridematching Services. Ridematching services have been given a boost through development of the online service RideshareOnline which is currently being expanded to reach beyond the Puget Sound region to the rest of the state. And in addition to work commutes, RideshareOnline now serves formation of one-time carpools and vanpools for events such as ballgames and concerts.

Vanpool Expansion. Because of funding cuts resulting from citizen initiatives and an economic downturn that generated many employee layoffs in the region, in 2002 the number of active public vanpools was reduced by 2.6 percent. However, the program increased slightly to a monthly average of 1,187 vanpools in 2003, maintaining its standing as the largest vanpool program in the country. With the $4 million in biennial funding provided by the 2003 State Legislature, the region's vanpool providers are working toward their goal to at least double vanpooling over the next 10 years.

Corridor program TDS commitments. Corridor planning activities provide an outstanding opportunity to include demand management into the mix of transportation improvements to be considered. The major corridor projects in the region include commitments to address transportation demand strategies. An example of one program's commitment can be found in the I-405 Project which has a record of decision to address the following objectives:

- Increase vanpooling in the corridor by adding about 1,700 more vanpools

- Provide public information, education and promotion of travel options

- Provide significant additional support to employers for their programs to reduce drive-alone commuting and vehicle miles traveled to worksites in the corridor

- Increase implementation of land use patterns that reduce demand on the transportation system in the corridor

- Implement a variety of TDS programs

Innovation and Planning Advancements. Destination 2030 recommended that the region examine and support promising new transportation demand strategies. Following are examples of new programs that have been shown to be successful innovations:

- Redmond's Transportation Improvements Program. This program is unique for the way it funds a variety of demand strategies. The program is funded by a business tax surcharge of $55 per employee. It funds both construction projects and transportation demand strategies.

- Seattle's "One-Less-Car" Challenge. Partially funded by a federal value-pricing grant, this program is aimed at showing people that they can give up a car and still get where they want to go. It offers incentives to households for giving up either the use of one car or the car itself, either for a period of time or for good.

New planning tools have also been developed, or are in development, to assist the region's decision-making with regard to demand strategies:

- TDM Effectiveness Estimation Methodology (TEEM). This analytical software quantifies estimates for the effectiveness of transportation demand and land use strategies on a corridor or areawide basis.

- *Strategies and Tools to Implement Transportation-Efficient Development: A Reference Manual.* This document was developed at the University of Washington to address land use and development practices that support and improve the efficiency and effectiveness of associated transportation systems.

- Land Use and Growth Management Tools. Puget Sound Regional Council has produced guidelines, toolkits and checklists to help jurisdictions implement land use and growth management strategies that produce greater efficiency in transportation. These documents have been provided to local jurisdictions and transit agencies to help them incorporate transportation efficiencies into future land-use and transportation planning efforts. They can be found on the PSRC website at http://psrc.org/projects/growth/index.htm.

- Traffic Choices Study. The Puget Sound Regional Council's Traffic Choices Study is a federally funded pilot project that will test new ways to manage congestion and fund transportation through value pricing. The project will evaluate the likelihood and amount that a representative sample of drivers would be willing to pay to use a variety of roads. This will help the region develop a better understanding of both the policy and technical issues associated with road pricing.

TRANSPORTATION IMPROVEMENT PROGRAM

The Regional Transportation Improvement Program (TIP) coordinates current transportation improvements moving forward within King, Kitsap, Pierce, and Snohomish counties. These projects are funded with federal, state, and/or local funds including federal grants awarded and managed through the PSRC's funding process. Required under federal and state legislation, the TIP spans a three-year period and must be updated at least every two years. After public review and comment, the TIP is approved by the Regional Council's Executive Board before being submitted for further approvals to the Governor and ultimately the United States Department of Transportation.

In the central Puget Sound region, a new TIP is created every two years, following the PSRC's funding process. Each TIP then goes through a major update once a year and accepts minor amendments on a monthly basis.

Each project undergoes a comprehensive review by Regional Council staff to ensure it meets certain requirements:

- Projects must be in, or consistent with, the region's long-range metropolitan transportation plan, Destination 2030
- Projects must demonstrate that the funds being programmed are secured or there are reasonable expectations to acquire those funds
- If an existing or proposed roadway project is using federal funds, the roadway must also be part of the federally classified roadway system
- If the project adds general purpose capacity to a minor arterial or a collector, the project sponsor must provide required CMS information.
- If the project contains an ITS element it must be consistent with the regional ITS Architecture
- Projects are also evaluated to determine if they are incorporated in the current air quality conformity finding; projects cannot be included in the TIP until this step has been completed. The modeling for air quality conformity of the TIP occurs once a year, during the building of a new TIP or the annual update to the TIP

The Regional Council is required to have a documented process approved by its policy boards for PSRC funding, that provides guidelines and policy direction for how proposed transportation projects can be included in the Regional TIP.

This approved Policy Framework provides regional guidelines and policy intent for how the Regional Council will manage, administer, and approve projects to be programmed and selected under three regionally managed federal funding programs:

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)

- Federal Transit Administration (FTA)
  - Section 5309 Fixed Guideway
  - Section 5307 Urbanized Area Formula Funds

Each funding source has its own eligibility requirements. STP and CMAQ funds are distributed approximately every two years through a project selection process. The Policy Framework describes this process more thoroughly. A new funding allocation methodology for the distribution of FTA funds was developed and implemented as part of PSRC's 2004 funding process. Approximately 14 percent of the region's FTA formula funds were reserved for a regional project competition using evaluation criteria promoting the overall policy of support for development of centers and the corridors that connect them.

The region's policies and selection criteria for distributing STP and CMAQ funds have been refined over time to provide a stronger policy direction and link to VISION 2020 and Destination 2030. In 2002 (and reaffirmed in 2004), the process was narrowed to focus on investments in designated urban and manufacturing/industrial centers and their connecting corridors. Eighteen regional projects meeting this policy goal were selected for a total of $83.9 million. Other examples for how the distribution of STP, CMAQ and FTA funds is meeting investment strategies contained in VISION 2020 and Destination 2030 include investments in the following types of projects: Freight Action Strategy (FAST) corridor, transit, high occupancy vehicle (HOV) system, ITS, pedestrian and bicycle travel, and roadway maintenance and preservation.

Additional information about the regional Transportation Improvement Program and PSRC funding can be found on the Regional Council's website at http://www.psrc.org/projects/tip/.

IV. Implementing Programs

Destination 2030 outlined the transportation investments for the central Puget Sound region through 2030, provided cost estimates for those improvements, and discussed current and potential financial resources to support those projects. There is a big gap between transportation needs and funding, but significant progress in addressing current needs has been made. The region has completed numerous transportation improvements that begin the implementation of Destination 2030. This chapter describes progress that has been made in implementing projects related to transportation facilities and services.

Appendix 2 is a list of completed Destination 2030 projects. While these projects have been substantially started or were completed in the 2000-2004 time frame, the cost figures show all costs (year 2000 dollars[7]), including investments prior to year 2000. The list includes projects on the Metropolitan Transportation System. Many local projects have also been completed during this time period, but they are not included in this document.

Following is a discussion of developments in major regional transportation programs since the adoption of Destination 2030.

FREEWAYS AND ARTERIALS

Destination 2030 recognizes that improvements and capacity enhancements are needed to improve mobility on the region's highway and regional arterial networks. This is especially true in areas where transit and other alternatives are not readily available or feasible. Roadways in the region serve multiple purposes and accommodate different types of travel. The opportunity to improve conditions for pedestrians, bicyclists, and transit riders should be considered during the initial planning and design phases of all new roadway projects and improvements. This is consistent with USDOT guidance. The region's priorities for roadway system development include the following:

- Safety projects, maintenance, preservation, and optimization of the existing roadway system
- Targeted projects that address severe points of congestion (choke points)
- Completion of the core high occupancy vehicle system
- Completion of missing freeway links
- Completion of a regional arterial network
- Completion of a well-connected freight network (FAST Corridor Phase I)
- Projects in major corridors
- Projects that connect designated urban centers

[7] Not adjusted for inflation

In March 2002, the Legislature approved the formation of Regional Transportation Investment Districts (RTIDs) to identify and fund transportation improvement projects. Subsequently, King, Pierce, and Snohomish counties formed a 3-county RTID, and began working on a plan to meet their needs. In 2003, the Legislature approved a 10-year transportation-funding package that included a 5-cent fuel tax increase, a 15 percent increase in gross weight fees, and a vehicle sales tax of 0.3 percent. Yet, the biggest hurdle in fulfilling the region's priorities is funding. (See *Realizing the Financial Strategy* in Chapter 5 for more information.)

The Washington State Department of Transportation is in the process of updating Washington's Transportation Plan. A critical state owned component of the plan is the State Highway System Plan, which will be the guiding document for future state investments on state highways.

Accomplishments

Even before the adoption of Destination 2030, several regional corridor planning efforts were well underway. Since plan adoption, these efforts have moved ahead and are in various stages of completion. The region's major corridor improvement programs include I-405, SR 520, SR 99 Alaskan Way Viaduct, SR 509, SR 167, and SR 16. Most of these programs are included in the current three-county RTID project list.

For a list of regional roadway projects completed since 2001, see Appendix 2.

STATE FERRIES

In November 1999, voters approved Initiative 695, which abolished the statewide Motor Vehicle Excise Tax (MVET). Although the initiative was later declared unconstitutional by the state Supreme Court, the Legislature separately enacted and preserved the provisions of I-695. The removal of the MVET constrained the revenue source intended to pay for the Referendum 49[8] bonds. The net result was that the state's transportation system lost both its MVET revenue and previously approved Referendum 49 bond revenue. This was particularly devastating for the Washington State Ferries (WSF).

Approximately 82 percent of WSF's planned capital program funding came from a combination of MVET revenue and Referendum 49 bond proceeds. MVET revenue also represented 20 percent of WSF's ferry operating revenues. Prior to I-695, the ferry operating account had a fund balance of approximately $110 million, which was intended to help finance the expansion of passenger-only service. After I-695, plans for passenger-only ferry expansion were shelved and the $110 million was used to offset revenue loss. The State Transportation Commission prepared a supplemental budget entitled "Bare Bones," which reduced WSF's annual operating program by $22 million, including $16 million in annual service cuts. The Commission's "Bare Bones" proposal called for elimination of all passenger-only service.

In 2000, service was cut back on several routes, including weekend passenger-only service to Bremerton and Vashon Island, and minor service reductions on other routes. The Legislative Joint Task Force on Ferries recommended moving from a 60 percent fare box recovery rate to 80 percent recovery over several years. Large fare increases were initiated: 20 percent in 2001 and another 12.5 percent in 2002.

[8] Referendum 49, approved by state taxpayers in 1998, designated funds for needed passenger-only ferry service to Seattle from Kingston and Southworth.

Subsequently, Washington State Ferries completed new Strategic, Business, and Capital Funding Plans, which focused on reducing costs and broadening the ferry system's revenue base. From a revenue-generation standpoint, fare increases are to be held at no greater than 5 percent per year to avoid downward spiraling of ridership, and the state agreed to seek a 5 percent per year increase in new revenue sources. The plans included a 5 percent reduction in operating expenses, to be accomplished in part by cutting all passenger-only ferry service on the Seattle-Bremerton and Seattle-Vashon routes.

To implement the 5 percent cost reductions, the Legislature, in 2003, instructed Washington DOT Ferries Division to begin implementing the Bare Bones plan, discontinuing passenger-only service on the Seattle-Bremerton route in September. Passenger-only service on the Seattle-Vashon Island route was funded for the 2003-2005 biennium by the Legislature. Unless additional funding is found, this service will be discontinued on July 1, 2005.

In response to the proposed service cuts, Kitsap County interests developed a plan for transferring the passenger-only service to Kitsap Transit. In November 2003 voters rejected the ballot initiative, leaving passengers on these two routes without an alternative to the car ferry service. A private, passenger-only service currently runs between Seattle and Bremerton, and similar service between Seattle and Kingston began operation in January 2005. But the long-term future of passenger-only ferry service will depend on future legislative allocations, additional private sector participation, and/or new local or regional initiatives.

Washington State Ferries is currently updating its Long Range Strategic Plan, in conjunction with the update of the Washington Transportation Plan. The WSF Strategic Plan effort will develop ferry system recommendations out to 2030 and is scheduled to be completed by mid-2005.

Accomplishments

See Appendix 2 for ferry projects completed since 2001.

LOCAL AND HIGH CAPACITY TRANSIT

Since the adoption of Destination 2030 in May 2001, the region has made progress toward implementing the investment program for transit services and facilities. Sound Transit, Pierce Transit, King County Metro Transit, Community Transit, Kitsap Transit, and Everett Transit have all made substantial increases in service levels after having to cut services in 2000 and 2001, due to the loss of MVET funding. Each transit operator has successfully received voter approval for increased funding. In 2002, the Seattle Popular Monorail Authority was established by Seattle voters as the newest transit agency in the region and is aggressively working toward implementing the first phase of an elevated transit system within the city of Seattle. The legislation that enabled the monorail was enacted in 2002.

Over the past three years, fixed-route transit patronage has increased by more than 10-million passenger trips regionwide. Demand response ridership has also increased significantly in recent years. The increase in transit use maintains a regional (and national) trend that began in the 1970's after nearly three decades of rapid decline in transit ridership. Transit passenger trips are now growing at a faster rate than vehicle trips or vehicle miles traveled, representing a historic shift in overall travel that has emerged within the past decade.

The Regional Council has continued to work with local operators, primarily through the Transportation Operators Committee, to share knowledge and coordinate issues of common interest among the region's

seven transit agencies, WSDOT Ferry System, and other public transportation providers. Since adoption of Destination 2030, a number of regionwide transit issues have been addressed:

- Developing a regional transit performance monitoring program that addresses the supply of transit facilities and services, quality and relative accessibility, service demands, and the impact of transit use on regionwide objectives.

- Reviewing various approaches for distributing Federal Transit Administration formula funds (sections 5307 and 5309) in the Seattle/Tacoma/Everett and Bremerton urbanized areas. The TOC identified a need to review and potentially adjust the existing funding allocation methodology to address emerging policy issues and changes to the urbanized area boundaries. Preliminary consensus was reached on a new methodology which includes a formula set-aside and a competitive process.

- Evaluating HOV lane performance, hours of operation, and a variety of operational issues.

- Evaluating future long-term, high capacity transit service and facility needs regionwide in cooperation with Sound Transit. Regional Council staff prepared an independent analysis of future high capacity transit corridors that assesses existing and future land use patterns, evaluates projected travel characteristics, and identifies appropriate transit technologies within each high capacity transit corridor.

- An additional analysis is being prepared to evaluate the direct and indirect economic benefits associated with the development of a regional high capacity transit system. The report addresses travel time savings, vehicle cost savings, the value of transit to non-transit users, environmental and air quality savings, job access & creation, and changes to development patterns and property values.

Accomplishments

Local Bus Transit Services and Facilities. In response to the loss of MVET funding, local transit operators all passed local ballot measures to increase retail sales tax rates for transit. For most of the transit operators the new sales tax revenue is roughly equivalent to state MVET funding that was lost due to the passage of I-695. Sales tax revenue however is much less predictable or diversified and could result in a less stable funding source from year to year depending on the economy. Although local transit service levels dropped between 1999 and 2000, operators have rebounded with more revenue service hours and are on pace to achieve the target established in Destination 2030 to increase local transit service levels 40 percent between 2000 and 2010.

Seattle Monorail/Intermediate Capacity Transit. In November 2002, Seattle voters approved funding for a new, elevated monorail system in Seattle. The Seattle Popular Monorail Authority is now moving ahead on route planning and detailed design of the 14-mile, 19-station Phase I Green Line. Specific alignments, station locations, operating characteristics and other details are yet to be determined. The Green Line is expected to be operating in 2009. Destination 2030 included a set of precursor projects, which have subsequently evolved into the current Seattle Monorail program. It included an early-phase Intermediate Capacity Transit project between Ballard and West Seattle. This Seattle-sponsored project was billed as either an elevated train/monorail or bus rapid transit, and had an estimated cost of $660 million in 2001.

PSRC's *2003 Action Strategy* estimated project costs at $1.22 billion (year 2000 dollars) for the Phase I Green Line. The Seattle Monorail Authority's cost estimate to build the Phase I Green Line is $1.29 billion (2002 dollars). Destination 2030 also included several future extensions to the Seattle Intermediate Capacity Transit project, which would be implemented between 2010 and 2030. Future

projects are planned to provide a multi-line, citywide transit system using elevated trains/monorail or bus rapid transit. Phase 2 of the Seattle Popular Monorail Plan shows a citywide system of five lines. The long-range Seattle Popular Monorail Authority began planning for phase 2 in 2003. Future extensions of the system beyond the Green Line will require voter approval.

This program has not been without its challenges, including a bidding process that resulted in a single bid, contract-negotiation and construction delays, and legal and political challenges.

High Capacity Transit. In August of 2003, light rail service was initiated between downtown Tacoma and the Tacoma Dome. Trains operate on 10-minute headways during weekday hours and service a total of 5 stations, providing capacity for 30 seated passengers and up to 26 standing passengers. All rides are free. The light rail line gives Tacoma residents and visitors a new way to arrive at the Broadway theater district, downtown offices, Union Station, the University of Washington in Tacoma, and the Washington State History Museum. The Tacoma Dome Station provides a direct connection to commuter rail and bus service from Tacoma to downtown Seattle and other locations throughout the region.

In November of 2003, Sound Transit broke ground on the Central Link Operations and Maintenance Base in Seattle. This marked the beginning of construction for the Central Link Light Rail project. Additional construction is underway in south Seattle, and work on the downtown transit tunnel is to begin in 2005.

On December 21, 2003, Sound Transit began new Sounder Commuter Rail service between Seattle and Everett. The service to Snohomish County was made possible after Sound Transit completed more than two years of negotiations with the Burlington Northern Santa Fe Railway in 2005. Following the scenic Puget Sound shoreline, service initially includes one round trip each weekday from Everett to Seattle and back, with stops in Edmonds. The service runs between Seattle's King Street Station and the Everett Station which also serves Amtrak and local and regional buses. Future Sounder projects along the Seattle-Everett route, which are also shown in Destination 2030, include station improvements at Edmonds and Mukilteo. Amtrak now accepts PugetPass, U-Pass and FlexPass onboard select Amtrak trains, and valid Amtrak tickets may now be used for certain Sounder trains.

In addition, Sound Transit has worked closely with local transit operators in King, Pierce, and Snohomish counties to advance a number of significant high capacity transit projects over the past four years:

- New regional express bus transit stations were opened in Everett and Overlake (2002), Lynnwood, Bellevue, Dupont, and the Tacoma Dome District (2003).

- Commuter rail stations have opened in Sumner (2000), Auburn, Tukwila, Puyallup (2001), and Kent (2002).

- HOV Direct Access ramps were recently completed in Bellevue and Lynnwood. Other ramps are in development or under construction in Federal Way and in Snohomish County (Ash Way).

- Central Link Light Rail has developed agreements that will advance implementation of light rail, including: with the Port of Seattle and the City of SeaTac to extend light rail to Sea-Tac Airport; with King County Metro on the dual use (bus, rail) of the Seattle downtown transit tunnel; and with FTA on a Full Funding Grant Agreement.

- Commuter rail operations between Seattle and Tacoma increased from 4 to 6 trains each day (2002) and agreements were reached with Burlington Northern Santa Fe Railway (2003) to operate commuter rail services between Everett and Seattle. Service in this north corridor began in December of 2003.

- Four new regional express bus routes were added in 2001 and 2002 to complete the planned network of 18 routes envisioned in the Sound Move Ten-Year Plan.

Regional Park-and-Ride Lot Expansion. Destination 2030 called for an aggressive expansion of park-and-ride facilities throughout the four county region, to support future transit services. Additional park-and-ride capacity has been added in Kingston, Tacoma, Dupont, Overlake, Lynnwood, Pacific Highway South, Federal Way, and in Kitsap County. There are now over 26,000 park-and-ride stalls in the region, many lots operating at or near capacity. Discussions continue regarding a regional park-and-ride strategy that would address siting potential new lots, parking management strategies, and coordinating with potential transit-oriented development projects.

Smart Card Program. Since September of 1999, transit riders in the central Puget Sound region have been able to use a single pass or cash payment for travel on services provided by all of the region's transit agencies. These transfers are made possible through a regionwide agreement among Sound Transit, Community Transit, Everett Transit, King County Metro and Pierce Transit.

The above transportation agencies, as well as Washington State Ferries, are collaborating to plan and implement the Smart Card next phase of regional fare integration and collection. Smart card fare collection technology will be used to enable linked trips among transit, ferries and rail and to significantly expand each agency's strategic fare policy capabilities. In April 2003, the participating agencies signed an Interlocal Cooperation Agreement and Vendor Contract to secure smart card vendor services.

Other Advances. Transit agencies have used a wide variety of other methods to help attract new riders, including marketing programs, fare innovations such as the U-Pass, rider information such as web-based trip planning, route restructuring, and the introduction of more specialized services. In addition, transit operators have all made substantial progress toward implementing more flexible transit services to meet the needs of low-income residents getting to work. These services have been partly funded through FTA Jobs Access and Reverse Commute grant funds of approximately $7.5 million.

NONMOTORIZED TRANSPORTATION

During the development of Destination 2030, Regional Council staff worked closely with bicycle and pedestrian interest groups to develop the Nonmotorized Transportation component of the regional plan. It defines the bicycle and pedestrian elements of the Metropolitan Transportation System, identifies short- and long-term regionally significant bike and pedestrian improvements and establishes a long-term strategy for advancing bike/pedestrian objectives. Since the plan's adoption, a significant amount of work has been done to clarify, refine, and implement the regional nonmotorized transportation strategy.

The Bicycle Pedestrian Resource Group, the ad hoc committee that guided development of the Nonmotorized Transportation component, agreed there was a need for ongoing attention to and coordination of bicycle and pedestrian planning efforts. In response, the Transportation Policy Board formalized the Bicycle/Pedestrian Advisory Committee (BPAC) in June 2001. This committee includes representatives from Regional Council member agencies and nonprofit bicycle and pedestrian groups.

The group has developed implementation strategies to advance Destination 2030 objectives, providing additional direction beyond the adopted plan for the development of a nonmotorized transportation system. On July 25th 2002, the Regional Council's Executive Board approved the *Regional Bicycle and Pedestrian Implementation Strategy*.

Since the Implementation Strategy was approved, the BPAC has identified priorities and a work program toward implementing specific actions.

Accomplishments

Destination 2030 calls for a regionally integrated network of nonmotorized transportation facilities linking bicycle and pedestrian infrastructure within urban places and connecting these facilities to regional transit services. Priority investments are those that complete the nonmotorized transportation system. They fill gaps in the existing network, create connections to and improved circulation within urban centers and high capacity station areas, and develop intermodal connections. Providing facilities that support nonmotorized travel is important, but education and encouragement are essential to the success of bicycle and pedestrian systems. The region has moved forward in both areas.

Shared Use Bicycle/Pedestrian Paths and Bicycle Lanes. Local governments are taking steps toward adding over 800 miles of new multi-use (bicycle and pedestrian) trails.

- King County began construction on the first leg of the East Lake Sammamish Trail. The 3.4 miles of interim gravel trail will connect Issaquah to Redmond, closing the gap between the Sammamish River, Tolt Pipeline and Burke-Gilman trails to the north and I-90 trails to the south.

- In November 2004, construction began on the first of two Burke-Gilman Trail extension projects from the Ballard Locks to Golden Gardens Park. Seattle's City Council also voted to approve a route that will close the "missing link" in the Burke-Gilman Trail, an area in the south Ballard transportation corridor between 11th Avenue NW and the Ballard Locks. Once completed, this regional trail will extend 29 miles from Marymoor Park in Redmond to Golden Gardens Park in Seattle.

- The City of Shoreline broke ground on a section of the Interurban Trail. The first of five sections totaling 3.25 miles in length, the twelve-foot wide paved trail will be part of a longer trail connecting Seattle and Everett.

Commuter Bicycle Stations. Destination 2030 calls for the establishment of a system of "bikestations" throughout the region providing high quality and secure storage options for bicycle riders accessing major regional transit stations.

- Working with Everett Transit, Sound Transit, King County Metro, Pierce Transit and the City of Seattle, the Regional Council completed a Regional Bikestation planning project in July 2002. The project developed a methodology for estimating bike demand at transit stations, investigated the feasibility of bikestations at four locations in the region, and created a regional design template for future stations.

- Bikestation Seattle opened in May 2003, the first of six planned "bikestations." Located downtown in proximity to King Street Station, this innovative facility offers members access to public transportation, bike-sharing and car-sharing services and provides bicycle rentals, sales and repairs as well as secure indoor bicycle parking available 24 hours a day, seven days a week. It is the first automated clean mobility center concept in the U.S.

Pedestrian Improvement Zones. Destination 2030 identifies "Pedestrian Improvement Zones" as geographic areas where priority should be given to completing the network of pedestrian facilities. These

"zones" are defined as areas within designated Urban Centers and within a mile radius of major regional transit stations.

- Sound Transit opened a new pedestrian bridge at Auburn's commuter rail station for train and bus riders to move safely and conveniently across the train tracks between the southbound train platform and the station's six-story garage and Auburn's downtown.

- The I-705 Pedestrian Bridge opened. This project was a City of Tacoma and WSDOT partnership to build a pedestrian overpass over I-705 and the Burlington Northern Santa Fe rail line. The overpass connects the Union Station Historic District with the Thea Foss Waterway and the Chihuly Museum of Glass.

- "The Ave Project" brought $8 million in sidewalk and street improvements to Seattle's University District. New amenities include wider sidewalks, benches, trees, and kiosks and easier-to-use transit service.

See Appendix 2 for a complete list of completed nonmotorized transportation facilities.

Education and Encouragement. A key objective in the Implementation Strategy is educating the general public and public officials through expanded and improved marketing, promotional, and educational programs about the benefits of using biking and walking as travel modes.

- The Regional Council launched a "Walkable Communities" workshop series. The workshops were developed in conjunction with twelve cities to assist localities in building more pedestrian and bicycle-friendly communities. Selected nationally through a competitive grant process, the Regional Council was one of six metropolitan planning organizations to receive this series of workshops.

- Several host communities have taken steps to turn the recommendations and ideas from the Walkable Communities workshops into actions. Tacoma created an ad hoc citizen task force to develop a program of improvements and design standards for presentation to the City Council. Ideas generated at the Everett workshop are fueling an effort to create better pedestrian connections between a new multimodal transit station near Interstate 5 and the central downtown core a half-mile away. Redmond is incorporating feedback from their workshop into their Master Downtown Plan.

- Through an approach known as context sensitive solutions, WSDOT has started taking steps to deliver transportation projects that fit physical surroundings and preserve scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility, by using interdisciplinary techniques involving all partners. In 2002 WSDOT sponsored two forums for context sensitive solutions: a workshop focused on balancing community values with moving regional traffic and an international symposium where several Europeans shared best practices with their American counterparts.

- In 2003 WSDOT introduced Web pages dedicated to walking and bicycling.

- Kicked off on 2003 National Bike To Work Day, the region's first ever bicycle commute challenge attracted 1,700 riders from almost 250 teams. Over one month, participants logged 29,201 trips totaling 262,552 miles. Over 11 percent of those trips were ridden by people new to bike commuting. On Bike To Work Day recorders positioned at commuter stations in Snohomish, King, and Kitsap counties counted 9,200 riders, a 35 percent increase over 2001 totals. The 2004 bicycle commute challenge drew 3,200 riders from almost 400 teams.

- The League of American Bicyclists named Redmond a Bicycle-Friendly Community, following a detailed audit of the community's efforts to provide safe accommodation and facilities for bicyclists and to encourage residents to bike for transportation and recreation. Redmond's Capital Improvement Plan commits $100,000 per year for bicycle facilities improvements.

- The Regional Council co-sponsored two Footprints and Bike Tracks conferences with staff providing planning support and co-presenting at a breakout session on nonmotorized transportation advisory committees.

FREIGHT

Freight mobility is a major element of the regional transportation plan and must be integrated with personal mobility.

To help develop the largely private and multimodal freight picture and incorporate this into public sector planning, the Regional Council has facilitated the public/private Regional Freight Mobility Roundtable since 1994. The Roundtable is a nationally recognized "communication hub" for regional freight mobility issues and actions. Between 2001 and 2005, the Roundtable typically held discussions with members of the state Blue Ribbon Commission on Transportation, regional corridor program interests, and regional economic interests. Participants include representatives of the Boeing Company, the Pacific Maritime Association, the region's ports, the Department of Homeland Security, Washington's Secretary of Transportation, AASHTO,[9] the national Surface Transportation Board, and the regional Prosperity Partnership initiative.

In terms of specific freight actions, Destination 2030 calls for regional coordination on the FAST Corridor Phase I program (15 projects, $500 million). The plan also includes FAST Corridor Phase II (specific actions had not been identified at plan adoption), and longer-term, broader freight mobility needs within the total transportation picture. Puget Sound is a national gateway/border/corridor region and, as a whole, is positioned as a nexus within a larger, multimodal network of global supply chains. The region must create a fit between this global role and local strategies to better achieve freight mobility goals.

Accomplishments

Project Implementation. Since 1998, the region's coordinated freight action strategy has been to advance projects of independent utility within the context of a broad freight corridor system (the FAST Corridor). This system complements the major corridor programs by dealing with freight modal needs other than just highways, i.e., marine, rail and air cargo. Each FAST project has a local sponsor/project manager, but together the team assembles funding packages with some shared resources. These have been the contributions from the ports and the federal government and, to a lesser extent, from the private railroads. The flexible corridorwide funding enables the movement of funds from stalled projects to other incomplete funding packages for more "ready-to-go" projects. The overriding common goal is completed projects on the ground.

- Between 2001 and 2004, FAST project sponsors completed half of the FAST Corridor Phase I action package of port access and grade separation capital investments (15 projects at $500 million). The following are completed Phase I projects: California Street in Everett, SR 519 in Seattle, South 180th

[9] American Association of State Highway and Transportation Officials

in Tukwila, South 277th in Auburn, Third Street SW in Auburn, Eighth Street in Pierce County, and the Port of Tacoma Road. Others are under construction.

- In 2003, the FAST Corridor program distributed $9.5 million in federal funds to one Phase I project (Shaw Road in Puyallup), and to early work on selected Phase II projects. Projects identified under Phase II since 2001 are Duwamish Intelligent Transportation System in Seattle, WSDOT ITS on SR 18, Lincoln Avenue at the Port of Tacoma, 70th and Valley in Fife, South 228th in Kent, and 8th Street in Pierce County.

Freight Planning Products.

- Regional Freight Business Plan for the Freight Roundtable, FAST Corridor Phase I and Phase II information brochures, FAST Corridor Phase II truck circulation model and data now used in broad regional traffic modeling, and continuing work on a statewide and multimodal Strategic Freight Analysis Framework

- Workshop series to begin to develop the "big picture" for regional freight mobility and the FAST Corridor Phase III, involving input to Northwest Maritime Trade Conference (November 12, 2003) and close collaboration with the Prosperity Partnership (2005)

- Integration of freight interests into the broader Corridor Programs (I-90, I-405, SR 167, Cross Base Highway) to help integrate freight elements into WSDOT planning and actions that are not part of the narrower more strategic FAST Corridor effort, and into the broader and integrated regional transportation planning program at the Puget Sound Regional Council.

- Coordination with the statewide freight picture under the state Washington Transportation Plan update, with the West Coast Corridor Coalition, and with statewide data efforts for each of the freight modes (Marine Cargo Forecasts, Rail Capacity Study, and Strategic Freight Analysis Framework).

- Relevant to national security needs as they pertain to the region, helped launch the marine container e-seal program managed by the WSDOT Center at the University of Washington. This is one of only two ITS deployment pilot projects funded by USDOT under TEA-21. Successful competition was based in part on the record of public-private cooperation of freight issues through the Roundtable. Under Operation Safe Commerce, the ports of Seattle/Tacoma, New York/New Jersey, and Los Angeles/Long Beach are doing further testing of e-seal technologies on selected trans-Pacific supply chains from point of origin to point of final delivery.

AVIATION

The regional aviation system consists of 28 public use and military airports located throughout the four county region. Six of the region's largest and busiest airports have been designated as part of the Metropolitan Transportation System (MTS). These are Seattle-Tacoma International Airport (the region's primary commercial service airport) and five General Aviation Reliever airports: Snohomish County Airport (Paine Field), Snohomish (Harvey Field), King County International Airport (Boeing Field), Renton Municipal Airport, and Auburn Municipal Airport.

In addition to Sea-Tac International Airport and the reliever airports, the regional airport system includes 20 public use general aviation airports and two military airfields (McChord Air Force Base and Gray Army Airfield at Fort Lewis). While these 22 general aviation and military airports are not officially

included on the Metropolitan Transportation System (MTS), they are important to the region's multimodal transportation system. The entire regional airport system includes 28 airport facilities: 1 commercial service airport, 5 reliever airports, 13 other general aviation airports, 3 state-owned emergency airports, 3 seaplane bases, and 2 military airfields.

In 2003 the region's 28 airports were home to over 3,600 based aircraft (over half the state's total) and served more than 2 million annual aircraft take-offs and landings.

Changing Conditions

The past three years have brought significant change and increasing uncertainty about the future of the aviation industry. The terrorist attacks of September 11, 2001, forever altered the course of aviation, and airports in the Puget Sound Region have responded to that changed reality. (See Section III, Managing Systems, for more information on security issues and responses.) In addition to the issues of terrorism and security and their impacts on the cost of flying, the past three years' economic decline has deeply affected the region's airports.

Between 2000 and 2003 aviation activity decreased. Revenues generated by system users have also declined, forcing many airports to cut back spending, reduce staff, and rethink their airport improvement programs. Major airlines have been forced to furlough employees and reduce service in many markets to lower their costs. Small aviation businesses have been particularly hard hit, and efforts by Congress to provide economic assistance have been too little and too late. Based on the experience of the past three years, airports are wondering what the future will bring.

The Port of Seattle is currently revisiting its long-range planning for terminal improvements, looking for ways to reduce the costs of their development program. This is happening at many airports throughout the region. The Port of Seattle and King County are reviewing activity forecasts for Sea-Tac Airport and Boeing Field, respectively, to reevaluate future growth and airport improvement needs in light of increasingly tight budget limitations. Although passenger activity at Sea-Tac grew in 2004, the airport is still considerably below its earlier forecast, and updated forecasts are likely to be more conservative.

Accomplishments

Since adoption of Resolution A-96-02 in 1996 the region had been continually engaged in a series of airport planning efforts to address ongoing and emerging aviation issues facing the region. Given limited resources and staffing, the Regional Council and the FAA decided to prepare a Strategic Plan for Aviation. The goals of the strategic plan were to identify the most critical issues the region should address; clarify mandates and authority to address these issues; discuss relationships with other agencies that need to be involved; identify the Regional Council's policy, interest, role, and opportunities in addressing the issues; identify analysis and information needs; and develop a multiyear work program to direct the Regional Council's future efforts. The strategic plan was completed in 2002, and provides an important roadmap for the program. Based on the results of the strategic planning process, the Regional Council prepared a Regional Airport Ground Access Plan (completed in December 2004), and has begun work on a Regional Air Cargo Study, scheduled for completion in December 2005.

Commercial Air Transportation Capacity, Sea-Tac Airport. The Port of Seattle continues to pursue numerous projects to provide expanded airfield and landside capacity at Sea-Tac Airport. The following information summarizes current progress on these programs:

- *Third Runway*. In 2004 the Port resumed embankment construction, and the third runway is scheduled to be opened for service by the end of 2008. When completed, the new runway will

address an existing poor weather arrival delay problem and will expand the airport's theoretical maximum airfield capacity from 460,000 annual operations to about 550,000 annual operations. In 2003, total annual aircraft operations (take-offs and landings) were approximately 355,000.

- *Central Terminal Expansion and Pacific Marketplace*. Construction began in 2002, and is scheduled for completion in spring 2005. The new facility will include nearly a dozen new eateries and a variety of retail shops. Two of the airport's existing security checkpoints will be consolidated into one streamlined checkpoint.

- *New Concourse A (south terminal expansion)*. This project, begun in 2000, was completed in June 2004. The expansion increased Concourse A's aircraft gate capacity from 7 to 14. The new concourse has moving sidewalks, restaurants, shops, baggage handling facility, and an arrivals hall, with airport offices above.

- *New North Terminal*. Earlier plans for terminal expansion showed a need to provide 30 new aircraft gates by the year 2020. Much of this expansion was to be provided in a new 24-gate north terminal. Together the new north terminal and concourse A expansions were designed to meet the airport's demand for the year 2020. In December 2004 the Port released its new "Comprehensive Development Plan" (CDP), which considerably changes the terminal complex expansion plans. Instead of building a new north terminal, the Port now plans to take a series of phased actions to increase the capacity of the existing terminal, from the existing 25 million annual passengers to 45 million passengers. The use of paperless ticketing, electronic check-in, and more efficient use of gates through leasing agreements will provide efficiencies and allow for more capacity within the existing terminal building. In addition, the Port's latest plans call for a 600-foot terminal expansion to the north, as well as moderate expansions to portions of the existing concourses and satellites.

- *Additional Parking*. The latest main parking garage expansion was completed in 2001, with 3,000 new spaces added. The 2004 Comprehensive Development Plan calls for 3,000 more parking spaces in a new north wing of the existing garage. After the rental cars are relocated from the parking garage to the new rental car facility in 2009, additional public parking will become available in the existing garage.

- *Rental Car Facility*. The Port's most recent plans call for construction of a consolidated rental car facility to the north of the passenger terminal. When complete in 2009, rental cars will be relocated from the existing public parking garage to the new facility.

- *Upgrades to the On-Airport Underground People-Mover System*. This project replaced old train cars, upgraded the tunnels, and remodeled the train stations in the Main Terminal and at the Satellites. The project was completed in 2004, 2 years ahead of schedule.

- *Access Improvements*. Improvements to International Boulevard (SR 99) adjoining the airport have been completed in cooperation with the Washington State Department of Transportation and the cities of Tukwila, SeaTac, and Des Moines. Several major improvements to both SR 518 and SR 509 (and related improvements to connect the airport to an extended SR 509) are in early planning phases but funding has not yet been secured. Funding for right-of-way and project design ($35 million) for the SR 509 extension is included in the recently adopted Nickel Funding Package. In December 2004 Sound Transit, the Port of Seattle, and the city of SeaTac announced a plan for extending LINK light rail service directly to Sea-Tac International Airport by December 2009.

- *New FAA Air Traffic Control Tower*. The new FAA air traffic control tower was commissioned in 2003.

- *Expanded Air Cargo*. The Port's Comprehensive Development Plan (CDP) assumes that air cargo will increase at a compound annual growth rate of 3.6 percent. This assumption implies that demand for cargo handling facilities will almost double in the next 20 years. The CDP identifies a number of improvements to address cargo growth.

  PSRC began a Regional Air Cargo Strategy project in September 2004. The goal of this study is to identify the region's medium to long range air cargo needs and help airport sponsors and the air cargo industry coordinate investments to meet those needs. (See *Air Cargo*, below.)

Air Cargo. Based on the most recent forecasts done for Sea-Tac Airport, Boeing Field and Paine Field, it's clear that demand will exceed regional capacity to accommodate air cargo growth within the next 10 to 20 years. Sea-Tac Airport and Boeing Field have identified facilities to meet growth over the period 2000-2010. Beyond that time frame the region's needs and approach to meeting those needs have not been clearly defined. The Regional Council, in its 2002 Strategic Plan for Aviation, outlined the scope of work for a Regional Air Cargo Strategy, scheduled to be complete in 2004-06. The study will evaluate historic and recent national and regional air cargo industry trends, assess the regional air cargo market and decision factors and constraints, review and evaluate existing air cargo forecasts and develop new forecasts if needed, identify air cargo capacity needs and options, and develop a regional air cargo strategy. Two key objectives of the Strategic Plan for Aviation were to clarify the roles of the region's airports in meeting air cargo needs, and to address the region's ground access needs relative to the regional air cargo market.

General Aviation. Through its 2001 Regional Airport System Plan (RASP), the Regional Council has identified existing and future needs of the region's public use airports. The RASP was adopted by reference as a component of the Metropolitan Transportation Plan (Destination 2030) in May 2001. The plan addresses a broad array of airport system needs, and identifies the capital improvements needed at each airport in the system over the next 20 years. The RASP provides a baseline of technical analysis and the policy basis for continued planning for the regional airport system. The General Aviation policies listed in the 2001 RASP summarize the region's plans for investment in the airport system. These investments fall into four major categories: safety and standards, maintenance and preservation, system enhancements, and system capacity. Authority for implementing these improvements generally rests with the airport operators with funding from the FAA. Over the past four years the region's general aviation airports have invested in numerous safety, capacity, and enhancement projects, as well as pavement maintenance programs.

Regional Airport Access. Ground access to the region's airports was identified as an important issue in the Regional Council's 2002 Strategic Plan for Aviation. The Regional Council has moved ahead on a study to begin addressing ground access needs at the region's airports. The Regional Airport Ground Access Plan has received a planning grant from the FAA, and the study began in March 2003. The study reviewed the status of existing ground access to the region's airports, developed future ground access forecasts, identified needs, and included recommendations for integrating airport ground access projects into local, regional, and state transportation plans and programs. The airport ground access plan was completed in April 2005. The results of the Regional Air Cargo Study (see above) will be incorporated into a future update of the Regional Airport Ground Access Plan.

The region has been implementing policy to enhance access to the region's airports for several years through the Regional Transportation Improvement Program (RTIP) process. TIP funding has been channeled to several projects which provide improved airport access. These projects include the following:

Sea-Tac Airport

- SR 99 (International Boulevard) improvements in Tukwila, SeaTac, Des Moines, Kent, and Federal Way (some portions are complete, others are in design or under construction)
- South 188th Street in the city of SeaTac (complete)
- Planned SR 509 extension from South 188th Street to I-5 (future project)
- Planned Sea-Tac Airport South Access Project (future project)

Snohomish County Airport/Paine Field

- Airport Road improvement program, including HOV lanes (complete)
- Paine Field Boulevard (complete)
- SR 525 (Mukilteo Speedway) widening project (completed in 2004). This project widened SR 525 from 2 to 4 lanes as a limited access freeway from Alderwood Mall Boulevard to SR 99, completed a grade separated interchange at SR 525 and SR 99, and widened and improved the Mukilteo Speedway (SR 525) from SR 99 to Paine Field Boulevard.

Airport Compatible Land Use. The Regional Council has revised its Policy and Plan Review process (using its authority under the state's Growth Management Act) to include new certification criteria related to airport compatible land use. The new process requires cities and counties to identify airports within or near their boundaries, describe existing land uses in the vicinity of the airports, identify actions taken to discourage the siting of incompatible land uses adjacent to general aviation airports, and to identify future airport ground transportation access needs. As part of its plan review and certification process, Regional Council staff provides comments on plan policy and language, and offers technical assistance to land use planners to assist them in identifying key airport land use compatibility issues and to help in developing plan policies and regulations to address those issues. The Regional Council encourages local agencies to use the Washington State Department of Transportation Aviation Division's airport compatible land use guidelines as contained in their publication Airports and Compatible Land Use Volume I. This report provides a comprehensive background on the issues involved in airport compatible land use, and contains a set or planning guidelines for use by local land use planners.

The Growth Management Act requires jurisdictions in the Puget Sound region to review their comprehensive plans and make any necessary amendments. As cities and counties worked on amendments to their plans, the Regional Council began working with them to identify areas where their policy and plans could be strengthened to improve compatibility between the region's airport and their host and neighboring communities. PSRC staff completed an analysis of adopted comprehensive plans in October 2004, and also published "Airport Compatible Land Use and Local Comprehensive Plans Background and Guidelines for Local Agencies," a technical assistance report designed to help local agencies meet the Regional Council's requirements related to airport compatible land use. PSRC's coordination and technical assistance efforts related to airport compatible land use will continue in 2005 as local agencies prepare future plan amendments.

PSRC Resolution A-96-02. The Region achieved a major success in 1996 when the Regional Council's General Assembly adopted Resolution A-96-02. The resolution amended the Metropolitan Transportation Plan (MTP) to include planning for a third runway at Seattle-Tacoma International Airport. Resolution A-96-02 stipulated that several agencies would take steps to reduce the effects of airport noise on communities around the airport, and report each year on progress toward implementing those action steps. This decision ended years of debate on how the region should begin to meets its long-term commercial air transportation needs.

Since adoption of Resolution A-96-02, the Port of Seattle, Highline School District, Regional Council, King County, and WSDOT have made steady progress implementing the action steps outlined in the resolution. The following is a brief summary of steps completed:

- Eight Annual Meetings to report on progress in addressing the Resolution's action steps were held each year from 1997 through 2004. These meetings were open to the public, and progress reports were given by all agencies having responsibilities identified in the Resolution.

- The Federal Aviation Regulation Part 150 Noise Compatibility Study Update, prepared by the Port of Seattle, was approved by the FAA in 2002. The Port has begun to implement the $200 million program, which includes a noise insulation program for owner-occupied multifamily units and the acquisition and relocation of mobile homes within the 70 DNL noise contour. During 2003 the program funded three major phases of the program: (1) purchase of 74 mobile homes (Burien Gardens), (2) noise insulation for one school (North Hill), and (3) noise insulation in three multifamily housing structures. The port also continues its long-standing noise insulation program, begun in the 1980s. To date the program has completed noise insulation in 8,851 residential units.

- In May 2002 the Port of Seattle, FAA, Highline School District, State of Washington, and U.S. Congressman Adam Smith reached a landmark agreement that will provide up to $200 million over the next 10 years to insulate 15 Highline schools most impacted by airport noise. The Port and FAA commitments have been made, the Highline School District passed a bond measure which includes its share, and the State of Washington made a commitment to the program of $5 million each year. Construction has begun at the first four schools, and these will be completed by 2006. The entire 15-school program is scheduled to be completed in 2011.

- On March 3, 2003, the Burien City Council adopted Ordinance 382 amending the Comprehensive Plan for the NE Special Planning Area (NESPA). The amendments create new Comprehensive Plan provisions and a new zoning category called "Special Planning Area 4" (SPA 4). The NESPA Study was an effort to plan for the transition of this area (under and near the north approach to the 3rd runway) from the existing non-compatible land uses to new development that will be compatible with the airport. A new zoning map and provision were completed in 2004. The study area encompasses 145 acres containing 564 dwelling units (96 mobile homes). This study is a significant step toward resolving some of the most critical airport compatible land use issues around Sea-Tac. In 2004 the city adopted new zoning standards and development guidelines, and began discussions with the Regional Council and the development community regarding implementing the NESPA plan.

- While Resolution A-96-02 included a recommendation asking the state to initiate a comprehensive planning process to address the long-range commercial air transportation needs of the region and the state, no substantive progress has been made to advance this recommendation. In 2004, at the request of the public, PSRC Executive Board members, and State Senator Karen Keiser, staff prepared a new resolution once again requesting the state begin a planning process to address long-range capacity needs, and supporting state legislation related to future airport capacity. The resolution (Executive Board Resolution EB-04-01) was adopted on December 8 and advanced to the WSDOT Aviation Division for action.

  In April 2005 the Legislature passed a bill (originally introduced as Senate Bill 5121) which lays out a process for assessing long-term air transportation needs. The bill instructs WSDOT to conduct a statewide airport capacity and facilities assessment (capacity analysis) followed by a statewide airport capacity and facilities market analysis (demand forecast). The bill establishes an aviation planning council to make recommendations based on the findings of the capacity analysis and demand forecast, regarding how best to meet the statewide commercial and general aviation capacity needs. After completing its assessment, the council will submit its recommendations to the appropriate standing committees of the legislature, the governor, the transportation commission, and applicable regional

transportation planning organizations. The aviation planning council's work must be complete by June 30, 2009. The Regional Council supported the bill, and plans to work with WSDOT to implement it.

STATE RAIL

In the central Puget Sound region, north-south rail service intersects with three east-west routes (Columbia River Gorge, Stampede Pass at Auburn, and Stevens Pass at Everett). Intermodal freight service connects the region's three deepwater ports to trans-Pacific maritime trade routes. Passenger rail service also uses the same private trackage.

Accomplishments

Regional Rail-Related Decisions and Investments. In 1998 Sound Transit commuter rail entered into agreement with Burlington Northern Santa Fe (BNSF) for track and signal improvements to enable public commuter rail to operate on the private north-south freight mainline between Seattle and Tacoma. The resulting investments of over $343 million in this corridor support the first installment of this commuter service which began in 2000. Additional service from Seattle to Everett began in early 2004. Future service is scheduled for a third corridor between Tacoma and Lakewood. In addition to the Sound Transit investments, since 2000 the FAST Corridor Partnership has completed nearly all of a $470 million program (15 projects) for additional rail grade separations and port access.

In 2004, the Regional Council began investigating the potential for reserving a rail corridor, the Woodinville Subdivision, within the broader I-405 Corridor, as a “corridor preservation” opportunity. In 2002 the I-405 Corridor Program identified parts or all of the rail alignment as potentially useful in the long term for high capacity transit (HCT) and/or other uses such as trails.

Commuter Rail/Freight Rail Operations. A major goal of Sound Transit agreement and investments is to make freight rail and commuter rail compatible, partly to prevent scheduled commuter rail service from adversely affecting (now or in the future) double-stack container train departures from the on-dock ship-to-rail facilities at the Ports of Seattle and Tacoma. Operational agreements and capital improvements should continue to work closely to ensure permanent compatibility as both freight and commuter rail demands increase. Marine container activity at the ports surged in 2004, and this trend is expected to continue.

State Rail Programs. In addition to commuter rail, the region is part of a larger state effort to support Amtrak passenger service through the state of Washington. The WSDOT is a national leader in the degree to which state investments support Amtrak, during a period when the long-term future and shape of Amtrak continues to be debated by the Congress. The governing state planning documents are the Northwest Rail Corridor Intercity Passenger Rail Plan (1997-2020) and Operating Plan (2003-2018).

A sequence of rail discussions was initiated following completion (in early 2004) of the Rail Capacity Study done by Washington Public Ports Partnership. These discussions are intended and timed, in part, to help shape the mainline rail freight element of the Washington Transportation Plan in 2005.

A modest but firm state ten-year capital budget was approved in 2003 for short-line rail improvements in the state. The Regional Freight Mobility Roundtable serves as one liaison between the development of nationwide rail policy (the AASHTO “Bottom Line Report,” 2003) and regional needs and implications.

V. Staying On Course

Staying on course requires vigilance and the ability to make adjustments as required by changing circumstances. Constant monitoring and measurement of progress are important steps in maintaining and implementing the regional transportation plan. This chapter highlights planned modal investments, describes the plan's financial strategy, summarizes the implementation monitoring process and lays the foundation for the 2008 plan update.

CONTINUE MAKING SIGNIFICANT INVESTMENTS

To achieve the performance benefits outlined above the region will need to make significant additional investments in its transportation systems. Actions outlined in Destination 2030 are summarized below, with significant emphasis on important early actions. The information included below highlights major investments that, for the most part, will be implemented in the early years of Destination 2030. Destination 2030 emphasized the importance of getting started with making major investments in the region's transportation systems. Staying on track with plan implementation means not only ensuring that identified investments occur, but that they occur in a time frame that results in tangible performance benefits for the citizens of the central Puget Sound region. Program detail and funding information contained herein is drawn from a wide variety of sources, including Destination 2030, the Regional Transportation Investment District (RTID), city and county capital improvement programs, transit development programs, and the Washington Department of Transportation.

Highways in Major Corridors

Corridor level planning and investment is a major component of Destination 2030. The following major corridor projects are subject to implementation work during the early years of the regional plan. None of the programs will be entirely completed prior to 2010. Individual project components and/or segments will be packaged and implemented based on available funding coming from federal, state, regional, and local sources including the new state "Nickel Package" and the Regional Transportation Investment District (RTID).

I-405 Corridor Congestion Relief and Bus-Rapid Transit Project. The preferred alternative has been selected by the I-405 Corridor Program's Executive Committee, and in April 2002 the Regional Council's Executive Board granted concurrence with the Preferred Alternative and Corridor Environmental Program. The project is planned for completion in 2015 dependent on funding. The I-405 Executive Committee is currently considering the application of managed/toll lanes along the whole corridor. The project, as currently proposed by the Regional Transportation Investment District (RTID), will allow for the implementation of managed lanes between SR 167 and SR 522 and creation of a Bus-Rapid Transit

system in the corridor. The I-405 Corridor project is planned in three phases. Phase I (financed with $485 million in "Nickel" taxes) includes three major components:

- Adds one lane northbound from NE 70th Street to NE 124th Street and adds one lane southbound from SR 522 to SR 520.
- Adds one lane in each direction from I-90 to downtown Bellevue (SE 8th Street).
- Adds one lane northbound from SR 181 to SR 167 and adds one lane southbound from SR 169 to SR 167. The project also extends the SR 167 southbound HOV lane north to I-405.

Phase II of the project (planned for completion between 2015 and 2020 with a cost estimate of $4.7 billion) has the following major components:

- Provides continuous multimodal corridor improvement from I-5 in Tukwila to SR 522 in Bothell
- Adds one lane each direction from I-5 to SR 181 in Tukwila
- Adds two lanes each direction from SR 181 in Tukwila to I-90
- Adds one lane each direction from I-90 in Bellevue to SR 522 in Bothell
- On SR 167, adds one lane each direction between I-405 and S 180th Street
- Constructs Bus Rapid Transit line with stations, HOV direct access ramps, park-and-ride lots, and bus service
- Expands the vanpool program

The long range (25-year) vision for I-405 includes:

- Add up to 2 lanes in each direction on I-405
- Develop a Bus Rapid Transit line with stations along I-405 and expanded transit centers
- Improve key arterials
- Accommodate an additional 110,000 trips per day in the corridor
- Create 1,700 new vanpools - a 100 percent increase
- Increase local transit service by up to 50 percent within the study area
- Build 5,000 new park-and-ride spaces
- Create eight new pedestrian/bicycle crossings over I-405
- Enhance freight mobility through better interchanges, travel time reduction, and updated technologies

SR 520 Bridge Replacement and HOV Project. Two build alternatives – (a 4-lane option and a 6-lane option – and a no build alternative are being evaluated in a Draft EIS, expected to be complete by Spring 2005. Both build alternatives would include the following actions:

- Replace the existing SR 520 floating bridge and approaches
- Include expanded pontoons to accommodate future high capacity transit
- Replace the existing Portage Bay Bridge
- Include bicycle path and sound walls
- The 6-lane option would include one HOV lane in each direction and would construct five 500-foot long freeway lids to reconnect communities along SR 520.

The 2003 State Legislature approved a transportation budget that contained the proviso that the "six-lane expandable to 8" alternative be retained as one of the SR 520 alternatives to be evaluated in the EIS, but stated that it was not to be designated as the "preliminary preferred alternative." This project is included in the RTID list for King County, with RTID potentially providing $1 billion.

SR 99 Alaskan Way Viaduct and Seawall Project. In December 2004, the city of Seattle and WSDOT signed an agreement designating the tunnel option as the preferred alternative for the Viaduct replacement (SR 99). This option will provide a seismically sound six-lane tunnel between Pioneer Square and Pine Street, and will replace the aging seawall. The tunnel option allows for redevelopment of the Alaskan Way surface corridor to re-connect the city with the waterfront. Total estimated cost for the tunnel project is $4.188 billion. The final EIS is expected to be complete in mid-2006, and construction is scheduled to begin in 2009.

SR 509. The SR 509 extension project would complete this highway from the vicinity of Sea-Tac Airport to I-5. The project, scheduled for completion in 2013, included in the King County RTID proposal. The project will do the following:

- Complete SR 509 as a new six-lane freeway (4 GP lanes plus 2 HOV lanes) from its current terminus (S. 188th Street) to I-5.
- Add new lanes on I-5 from S. 320th in Federal Way to S. 200th and improve interchanges.
- Connect SR 509 with the South Access Expressway to Sea-Tac International Airport.

SR 167, Pierce County. This WSDOT freeway project will ultimately construct a new four- to six-lane freeway on a new alignment from the Port of Tacoma to SR 161 near Puyallup. Most of the funding for this project would come from Pierce County RTID.

- Phase I would provide design funds, acquire the right of way for the entire project, and build a new 4-lane freeway section from the Port of Tacoma to I-5.
- Phase II (construction between 2011 and 2016) would build a new 6-lane freeway section (4 general purpose lanes and 2 HOV lanes) from I-5 to SR 161, and would include the Valley Interchange at I-5. The current RTID funding package would pay for the 4 general-purpose lanes and the Valley interchange, but new funding would be required for the HOV lanes.

SR 16 / Second Tacoma Narrows Bridge. This WSDOT project will widen and improve the SR 16 corridor between Tacoma and Purdy, adding a new HOV lane in each direction and redesigning several interchanges. The highlight of the project is the new Second Tacoma Narrows Bridge, to be built parallel to and south of the existing bridge. Key elements of the project include:

- Second Tacoma Narrows bridge
- Upgrading the existing bridge to meet current seismic standards
- Widening SR 16 from four to six lanes between Jackson Avenue in Tacoma and SR 302 in Purdy (the project will provide 2 new HOV lanes)
- New 36th Street interchange and new 24th Street over-crossing
- Installation of surveillance control and driver information (SC&DI) systems, including flow monitoring and ramp metering for preferential HOV access

The $849 million new bridge project is fully funded, and will be financed with an initial toll of $3.00. Construction began in late 2002, and is scheduled to be complete in 2008. The new Tacoma Narrows Bridge is being built under a design-build contract by Tacoma Narrows Constructors (TNC) a joint venture of Bechtel Infrastructure Corporation and Kiewit Pacific Company.

SR 167, King County. Improvements in the SR 167 corridor were identified as an emerging regional need during the King County RTID planning process. This project will improve congestion in the SR 167 corridor by addressing three critical transportation "chokepoints." First, the remaining sections of HOV lane will be completed from their current terminus in the vicinity of SR 18 in Auburn to the King/Pierce County line. This will match the HOV improvements which will be made in Pierce County. Second, one lane will be added in each direction from S. 180th Street (matching the I-405 Corridor improvements) to 84th Ave. S. The third project will add an auxiliary lane to SR 167 in each direction between SR 516 (Kent-Des Moines Rd.) and S. 277th Street. Current cost estimated for the project is $510 million, with $500 million provided by RTID.

This SR 167 corridor program was not included in Destination 2030. If the project moves ahead through the RTID process, it will need to be included in future amendments to the metropolitan transportation plan (MTP).

Other State Highways

Below are selected projects that are part of the early implementation of Destination 2030. Some of these improvements are fully funded under current law, while others will rely upon RTID approval and the identification of other funding consistent with the plan's financial strategy.

- Complete SR 522 as a 4-lane freeway from Woodinville to Monroe by adding 2 new interchanges and a new Snohomish River bridge.
- Widen SR 18 to a 4-lane divided limited access freeway with interchanges from 180th Avenue SE in Covington to I-90. This segment of SR 18 will complete the project, providing a four-lane divided freeway from I-5 in Federal Way to I-90 in Snoqualmie.
- Build HOV lanes on SR 304 in Kitsap County from SR 3 to the Bremerton Ferry dock.

- Complete HOV improvements on SR 305 between Poulsbo and the Winslow Ferry dock.

- Widen US 2 trestle (add one new eastbound lane) between Everett and Lake Stevens (SR 204).

- Build the Cross-Base Highway (SR 704) in Pierce County. The new 4-lane state highway will connect I-5 near Lakewood with SR 7 in Spanaway.

- Widen SR 9 from Woodinville to SR 92 by widening the existing 2-lane highway to 4-5 lanes between SR 522 in Woodinville and SR 92 near Marysville, plus intersection improvements between SR 92 and SR 530 in Arlington.

- Improvements along SR 99 (excludes the Alaskan Way Viaduct) from Federal Way to Lynnwood. This project will add general purpose and HOV/bus lanes, raised median, new/coordinated signals/ITS, upgraded intersections, access management, bike lanes, curbs, gutters, sidewalks/pedestrian amenities, landscaping, signage, lighting, utilities, and drainage. Project includes 12 major components.

High Occupancy Vehicle System

Below are listed selected state highway HOV projects that are part of the early years implementation of Destination 2030. Some of these projects are fully funded under current law, while others will rely upon RTID approval, and the identification of other funding consistent with the plan's financial strategy.

- Complete all but the last 4.5 miles of the Region's Core HOV Program (297 total miles when complete)

- Add 1 HOV lane in each direction on I-5 in Snohomish County from SR 526 to Marine View Dr

- Add 1 HOV lane in each direction on I-5 in Pierce County from S. 48th Street in Tacoma to the King County line (this would complete all Core HOV improvements on I-5 except for the SR 512 to 48th Street section)

- Add 1 HOV lane in each direction on I-5 from Pierce County line to S. 320th St. in Federal Way

- Add 1 HOV lane in each direction on SR 16 from I-5 to Purdy – The project includes HOV lanes through Tacoma, across the new Second Tacoma Narrows bridge (fully funded), and on SR 16 through Pierce county to Purdy

- Add 1 HOV lane in each direction on SR 167 from Auburn to Puyallup

New and Expanded High Capacity Transit

Sound Transit will invest over $3.8 billion in its three major capital program areas as follows:

Expand Sound Transit's Regional Express Bus System

- 18 HOV-related projects including HOV direct access ramps and in-line freeway stations.

- 10 new or expanded transit centers.

- 10 new or expanded park-and-ride lots providing 3,479 additional parking spaces.

- Begin/expand service in major corridors (I-5, I-405, I-90, SR 520, SR 99, SR 167, SR 16, SR 512).

Extend Sound Transit's Sounder Commuter Rail to Everett and Lakewood

- New Sounder commuter rail service from Seattle to Everett and Tacoma to Lakewood.
- 3 new Sounder commuter rail stations between Seattle and Everett.
- 2 new Sounder commuter rail stations between Tacoma Dome and Lakewood.
- 4,654 new park and ride parking spaces.

Complete Sound Transit's Initial Segment Link Light Rail

- Begin Link service from Tacoma Dome to Tacoma CBD with 5 stations.
- Construct the initial segment of the Link light rail program and begin Link service between Downtown Seattle and Sea-Tac (S. 200th) – 14 miles with 11 stations (planned extension to Northgate is included in the Action Strategy but the cost figures are in the process of being revised by Sound Transit. Cost estimates and financial plans are not yet available).
- Begin construction of Link extensions to Northgate and Sea-Tac Airport (10 miles / 10 stations) when funding is available.

Seattle Monorail

With the voter approval of the Seattle Citizen Petition No. 1 in November 2002, the Seattle Popular Monorail Authority began final planning for the monorail Green Line. This line will stretch 14 miles from north to south and will connect many of Seattle's most important destinations, including Ballard, Seattle Center, the downtown retail core, Pike Place Market, ferry terminal, Pioneer Square, Seahawks Stadium, Safeco Field, and West Seattle. Construction of the new Seattle Monorail may be complete by 2007. The Phase I project ($1.2 billion) includes:

- Construction of the Green Line monorail track (14 miles from West Seattle to Ballard).
- Construction of up to 19 monorail stations along the Green Line.

Local Transit

Between 2002 and 2008 the region's local transit agencies will invest $1.4 billion to implement their latest 6-year Transit Development Plans. These investments will expand transit fleets, add service, and provide capital facilities. Fleet and service expansion through 2010 will include:

- King County Metro will invest $900 million, adding 200 new buses, and expanding service by 11 percent.
- Community Transit will expand its fleet and transit service by 15 percent at a cost of $210 million.
- Everett Transit will invest $96 million and expand service by 6 percent.

- Pierce Transit will expand service by 17 percent and buy 28 new buses and 120 new vans ($120 million).

- Kitsap Transit will invest $106 million to buy 40 new buses and expand service by 48 percent.

Altogether, the region's local transit agencies will provide the following facility and service improvements:

- Improved bus service in major corridors (I-5, I-405, I-90, SR 520, SR 99, SR 167, SR 16, SR 512).

- New Bus Rapid Transit (BRT) service along SR 99 and I-405. Transit agencies are also studying the potential of future BRT service along I-5 in Pierce County and along SR 522 between I-5 and I-405.

- 11 new or expanded transit centers (Redmond, Bothell, Parkland, Lake Stevens, North Everett, South Everett, Lynnwood, East Bremerton, North Kitsap, Poulsbo, and West Bremerton).

- 8 new or expanded park and ride lots providing 3,730 additional parking spaces (Federal Way, Peninsula, mid-Pierce County, Lake Stevens, Mountlake Terrace, Mukilteo, Snohomish County, and Kitsap County).

- Bus maintenance base expansions in King, Kitsap, Pierce, and Snohomish counties.

Intercity Rail Program

The Destination 2030 Action Strategy reflects planned investments of $1.9 billion (between 2003 and 2018) in the following passenger rail facilities:

- Acquisition of new train sets.

- Track, bypass, crossover, and siding improvements in Everett, Ballard, Black River Junction, Auburn, Point Defiance, and south Tacoma.

- Station improvements in Tacoma, Tukwila, Seattle, Edmonds, and Everett.

Washington State Ferries

In the 2004-2010 time frame, WSDOT will expend $1.5 billion (Year 2000 dollars) in the Puget Sound region for operation of and investment in the Ferry System. Highlights include:

- Continued operation of auto-passenger ferry service on all existing metropolitan area routes, but discontinuation of all passenger-only service by June 2005.[10]

- Preservation of ferry terminals, vessels and the Eagle Harbor Maintenance Facility.

- Construction of three replacement auto ferries.

[10] Washington State Ferries discontinued its existing passenger-only ferry service between Seattle and Bremerton at the end of the summer of 2003. Seattle/Vashon passenger-only service is scheduled to be cut by June 2005. Passenger-only service is no longer reflected in WSF's strategic action plan after June 2005. This service could be transferred to a new operating agency, possibly Kitsap Transit. The 2003 Legislature enacted legislation that will provide for the transition of the existing passenger-only ferry service from WSDOT to a new operating agency.

- Construction of multimodal terminal improvements at Bainbridge Island, Bremerton, Edmonds, Mukilteo and Seattle and ferry terminal improvements at Southworth.

Washington State Ferries is currently updating their long range ferry system plan, which will be incorporated into the updated Washington Transportation Plan later this year.

Nonmotorized Transportation

The near-term investment program for nonmotorized transportation includes the following improvements:

- 529 miles of off-road shared use bicycle/pedestrian paths throughout the region.

- 286 miles of on-road bicycle lanes throughout the region.

Transportation Demand Strategies

Vanpools. The 2003 Puget Sound Vanpool Market Action Plan identifies a current vanpool market potential of nearly two to four times the current number of vanpools. The plan recommends a number of market initiatives to help the region realize this potential and operational enhancements to help providers meet the additional demand. In the next few years, it will be important to give vanpooling the kind of attention and investment that will enable it to reach its full potential as an alternative to drive-alone travel.

Incorporating demand strategies into corridor projects. Corridor programs that seek to expand roadway capacity are required to consider whether TDS program investments, in lieu of expansion, can meet the identified demand. Where TDS alone has been determined not to meet future demand, TDS must be considered as a component that will address a percentage of the demand in the corridor. That percentage and the specific TDS facilities and programs will vary from corridor to corridor, but in general, the aim is usually to reduce vehicle roadway demand by five percent or more in the peak period. The challenge, as these Corridor Programs progress, will be to choose the right transportation demand strategies, to implement them in a coordinated fashion, and to ensure that they continue to produce results.

Utilizing TDS programs for construction mitigation. Over the coming years, the many corridor projects that are currently in their planning stages, as well as Sound Transit's Link Light Rail and the Monorail Program will yield construction that will disrupt travel on many of the region's roadways. During construction, programs that reduce drive-alone travel will play a critical part in maintaining mobility for the region.

Freight Mobility

Complete FAST Corridor Phase I program (15 projects). As of March 2003, three projects are complete (Port of Tacoma Road, 3rd Avenue SW-Auburn, and S. 277th Street-Auburn), six are under construction (SR 519/Royal Brougham, California Street Overcrossing, Riverfront Parkway, 8th Street East/Burlington Northern Santa Fe, S. 180th Street, and S. Spokane Street), and six are for 2003-2005 (Shaw Road extension, D Street, SR 167/Right-of-way, East Marine View Drive, East Marginal Way, and Canyon Road extension).

Begin FAST Corridor Phase II program (10 projects). Lincoln Avenue, S. 228th, 70th Avenue, Duwamish ITS, Regional ITS Improvements, SR 9 widening, M Street, 8th Street (Union Pacific tracks, Lander Street, and Willis Street

Regional Aviation System

- Complete the planned third runway at Seattle-Tacoma International Airport.
- Complete the following landside improvements at Sea-Tac Airport: passenger terminal expansion, on-airport people-mover expansion, new parking, new FAA tower, and air cargo facilities expansion.
- Implement Air cargo improvements at King County International Airport/Boeing Field.
- Construct up to 460 new general aviation aircraft hangars at the region's 26 public use airports.

REALIZING THE FINANCIAL STRATEGY

The central Puget Sound region of Washington State has a sound plan for building and maintaining a world-class transportation system. The primary challenge is to successfully implement Destination 2030. The investments outlined above are ambitious, and further implementation requires state and regional action to improve the region's financial capacity to fund needed investments. And, it is quite possible that new sources of state and regional funding will not be sufficient to support the full magnitude of transportation investments outlined in the full 30-year plan. Innovative approaches to transportation finance, such as those that harness the power of the market to balance supply and demand, may be required.

The processes for transportation decision-making, programming, and investment are complex. Completing even a "simple" project can take years – years during which the nature and cost of the projects can change dramatically. The public desires a simpler and more accountable system. But when it comes down to it, the foremost barriers to implementing the plans of the region are financial. In real terms, many dedicated transportation revenues have declined over the years, with this trend continuing into the foreseeable future. Many local and state agencies are relying on a single primary revenue source, or on general fund dollars for transportation investments. These realities are compromising the stability of transportation funding. In a very real sense, implementing Destination 2030, and the local and state plans it contains, will depend on new approaches to transportation finance. The good news is that the State Legislature authorized regional funding of transportation in 2002 and approved a new state funding package in 2003. But some structural problems in transportation finance were left unresolved.

Financial Problems are Structural

The principal transportation tax bases traditionally have been retail sales, registered motor vehicles, taxable motor fuel consumption, and the taxable value of motor vehicles. Nearly all existing transportation funding sources in the region are restricted to specific uses, by source, by expenditure, and often by geography or jurisdiction. Transportation infrastructure costs have been on the rise over the past few decades because of increases in material and labor costs, the costs of mitigating environmental impacts, and increased urban land values. Insufficient public resources have led to an increase in the unfunded backlog of maintenance projects, leading to higher overall costs in the future and raising safety concerns. Meanwhile, existing transportation revenues are not keeping pace with travel demand and the infrastructure investments needed to support this growing demand.

Structural changes in transportation finance are just beginning to be evident in transportation operating agencies' historical revenue and expenditure data. The data demonstrates an *increasing reliance* on operating revenues, sales tax, and other sources (mostly general taxes). The data also shows a *declining reliance* on fuel taxes and vehicle registration charges (these proceeds shrink against inflation and fuel-economy gains) and on revenues from taxes on vehicle value (a result of elimination of the statewide motor vehicle excise tax). These changes are structural, and they will likely continue to be reflected in future data. The result is an increasing reliance on funding sources that fluctuate with regional economic performance.

This has both positive and negative implications. Sources that track with economic performance grow at the same time that the expanding economy puts greater general demands on infrastructure investment. On the down side, these revenues do not necessarily match the demand-driven investment needs that are specific to individual transportation facilities. In addition, fluctuations in economic performance create greater fiscal uncertainty and suggest the need for different approaches to agency-level fiscal management. And in the mid-to-long range, the nature of urban transportation needs (large capital projects in physically constrained urban environments) may require new finance instruments that free public agencies from the limitations of a pay-as-you-go investment approach. For example, recent proposals for regional and state funding rely on bond financing mechanisms to turn streams of revenue into sufficient capital to make sizable transportation investments in early years.

Tax Limiting Initiatives

Initiative 695. In November of 1999, the citizens of Washington passed Initiative 695, which eliminated the statewide Motor Vehicle Excise Tax (MVET) and replaced it with a flat $30 vehicle-licensing fee. The initiative was ruled to be unconstitutional, in violation of the constitution's single-subject limit on initiatives and in requiring popular votes on future tax and fee increases. However, the Legislature subsequently preserved the $30 license fee limit originally introduced by the voter-approved initiative.

The elimination of the MVET had an influence on a number of state and local transportation programs. City, county and state general fund dollars have historically supported transportation investments, and the connection between MVET losses and their transportation programs have been somewhat indirect. But, because the MVET was directly distributed to local transit agencies and the state ferry system, for transportation purposes, its elimination had an immediate influence on the financial viability of these programs.

Historically, the MVET had accounted for as much as 30 percent of the ferry system budget. Loss of MVET funds led the state Department of Transportation and the state Legislature to re-examine the future of the ferry system in light of an expected significant financial shortfall. In 2000, state funds were made available to temporarily, and only partially, replace lost MVET revenue, and service reductions were put in place. In addition, the Legislature expressed a desire to have operating revenues cover an increasing share of operating expenses, up to 80 percent in the near term.

After service reductions and fare increases, the ferry system still faces significant financial challenges, and in particular it is the capital budget that faces the greatest uncertainty. Inability to replace older vessels will result in an increasing need for more funds dedicated to preservation and maintenance. The most recent capital plan includes specific recommendations for further service reductions (including the elimination of passenger-only service) that will result in the sale of five passenger-only and two auto vessels. Cost savings will allow for the construction of two new auto ferries and the relocation of the Kingston terminal. Washington State Ferry fares were increased by 5 percent in 2003 and again in 2004.

WSDOT, King County and Kitsap County are currently engaged in discussions about the local operation of passenger-only services.

Initiative 747. In November 2001, the citizens of Washington voted to support a property tax limit measure, Initiative 747. Another measure, Referendum 47, historically limited the growth in property tax collections, but inflation and the demonstration of "substantial need" allowed for collections to exceed the limits set out in the referendum. Initiative 747, on the other hand, has limited property tax collections to a 1-percent annual growth rate, resulting in a decline in property tax rates for most taxing districts. Once again, this tax limit affects the general funds of most political jurisdictions, which may have a significant indirect influence on transportation expenditures. But I-747 also has a direct effect on County Road Districts, which are funded through revenue from the property-value based county road levies.

Initiative 776. In November of 2002, the citizens of Washington passed Initiative 776, which limited auto license fees to $30 a year and repealed local taxes on vehicle registrations. While I-695 resulted in the replacement of the state MVET with a $30 licensing fee, it did not eliminate the 0.3 percent tax on vehicle value that helps support Sound Transit's bus, commuter-rail and light-rail programs. And it left in place a $15 per-vehicle surcharge imposed by King, Pierce, Snohomish and Douglas counties.

Initiative 776 eliminated the additional charges beyond the $30 vehicle license fees. In February of 2003, the measure was found to be unconstitutional by the King County Superior Court, following a challenge by King and Pierce counties as well as Sound Transit. Snohomish County, however, has repealed its $15 license fee, independent of the court findings. Proponents of the initiative appealed the decision, and the State Supreme Court overturned the lower court finding in October of 2003.

The Failure of Referendum 51

In 2002, voters rejected Referendum 51, a $7.8 billion statewide transportation tax package that included a nine-cent-a-gallon gas-tax increase. Referendum 51 was placed on the 2002 ballot by the Legislature, and would have raised fuel taxes from 23 to 32 cents a gallon. The measure also included a 30 percent increase in truck-weight fees, and a 1 percent sales tax increase on the purchase of new and used vehicles.

Referendum 51 would have paid for transportation projects across the state and included money for major projects in the central Puget Sound region, such as widening Interstate 405, and building high-occupancy vehicle lanes. Also included in the measure were millions of dollars for support of ferries and transit. This package of state investments was to complement the effort to develop regional transportation funding in the central Puget Sound region.

Local Transit Sales Tax Measures

In 2000, the state Legislature provided a one-time allocation to bridge the funding gap for local transit agencies to aid in addressing the immediate effects of the MVET loss. At this same time, the Legislature raised the upper limit on the sales tax authorized to transit agencies from 0.6 percent to 0.9 percent to provide a structural means of improving the agencies' revenue positions. Increases in the sales tax rate remained subject to voter approval.

Since 2000, local transit agencies have successfully garnered voter support to pass increases in the local sales tax rates that generate revenues for their transit operations. In November of 2000, King County Metro received voter approval to increase its sales tax rate from .6 to .8 percent. In May of 2001, Kitsap Transit received approval to increase its sales tax rate from .5 to .8 percent. This was followed by Snohomish County voter approval for a rate increase from .6 to .9 percent for Community Transit in November of the same year. In February of 2002, Pierce Transit also was granted voter approval for a

sales tax rate increase from .3 to .6 percent. And finally, in September 2004, voters approved an Everett Transit increase from .3 to .6 percent. The new sales tax revenues are expected to partially replace the historical MVET revenues.

New Monorail Authority

As described in earlier sections of this document, the Seattle Popular Monorail Authority was created with the voter approval of Seattle Citizen Petition No.1 in November 2002. The voter-approved package identified funding sufficient to complete the project, and included a physical description of the route and general station locations. The SPMA is in the process of conducting final planning and environmental analysis, with plans to complete the 14-mile alignment, with up to 19 stations, by 2009.

New State Funding

At the end of April 2003, the Legislature passed, and the Governor approved, a 10-year statewide transportation funding package that included a 5-cent fuel tax increase, a 15 percent increase in gross weight fees, and a .3 percent vehicle sales tax. The $4.2 billion (year-of-expenditure dollars) state funding package dedicates over $1.9 billion[11] in new funding to projects in the central Puget Sound region, including some funding for the major corridor projects. In addition, the package includes more than $150 million of new ferry capital funds for auto vessel replacement and terminal improvements. The package also includes new funding for freight and intercity rail investment and grants for transit operators, commute trip reduction programs, and vanpool operations.

New statewide transportation funding is a fundamental ingredient in the Destination 2030 finance strategy. The new state funding package is an enormously important first step toward addressing the state programs' needs. The new funding package passed by the state Legislature ensures that some new highway construction will help to offset the potential decline in revenue returned to the central Puget Sound region. This important step may also help to garner political support for the other important element of the Destination 2030 financial strategy, regional funding.

Progress Toward Regional Funding

Recognizing the unique transportation situation faced by the central Puget Sound region, the State Legislature, in the spring of 2002, authorized a process for King, Pierce and Snohomish counties to develop an investment and revenue plan to enhance mobility in the region. Since adoption of the legislation that enabled the Regional Transportation Investment District (RTID), an Executive Committee of members from each county council has been meeting to develop a plan that could be placed before the voters.

The importance of a direct regional mechanism of investment in transportation systems was recognized by the state's Blue Ribbon Commission on Transportation[12] and advanced in Destination 2030 as a core element of its financial strategy. While the outcome of the RTID planning is not finalized, and voter approval is uncertain, the effort underway represents a significant potential advancement for regional transportation implementation.

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[11] Year-2000 constant dollars

[12] *Transportation Action, Final Recommendations to the Governor and Legislature,* The Blue Ribbon Commission on Transportation, December 2000. Available online at http://ltc.leg.wa.gov/brct/docs/FinalReport.pdf (March 16, 2005).

Destination 2030 Financial Strategy

Some significant progress has been made on a number of fronts: regional investment planning, new state transportation funding, project implementation, new transit authority and revenue enhancements. Given the significant progress, it is certainly too early to determine that Destination 2030 cannot be implemented as adopted. But, if additional funding is not identified in the very near future, the plan will need to be revisited in light of revised revenue expectations.

Plan monitoring and assessment, and other forms of accountability, are and will continue to be, an important part of the Regional Council's ongoing efforts to update and improve plans for the region's growth and development. Under federal law, the regional transportation plan must make reasonable financing assumptions, accounting for existing or new revenue sources which can be expected to be available over the life of the plan (Title 23 USC 134).

The financial strategy for implementing Destination 2030 is consistent with a set of recommendations put forward in November of 2000 by the Blue Ribbon Commission on Transportation created by the state Legislature and Governor. The Commission, which was composed of public and private sector representatives, was charged with developing recommendations for identifying, funding and delivering key transportation services and projects.

The Commission issued its *Final Recommendations to the Governor and Legislature* in December 2000. One of it's major recommendations was that existing statewide revenue sources be enhanced, and new sources found. These funds should be used to help address deficiencies in basic transportation needs, support new capacity investments in state programs, and fund regional and local transportation systems. The Commission issued strong statements about the need for a regional approach to transportation planning and programming.

Without additional funding approaches, transportation agencies in the central Puget Sound region will be left with revenues that are generated through sources that are "on the books" under current laws. In the fall of 2002, the Regional Council developed a new revenue model[13] that projected future revenues based on current law assumptions and a new regional economic forecast provided by regional economist Dick Conway. These revised expectations about future transportation revenues were incorporated into this review of the Destination 2030 financial strategy.

Destination 2030 contains over $100 billion in needed transportation investments during the 30-year time horizon. All Destination 2030 financial data were reported in year-2000 constant dollars to enable comparison of anticipated revenues and estimated expenditure needs on a common basis. This *2005 RTPO Plan Review*, a status report on plan implementation, continues these reporting practices to allow a consistent review. As a result, specific revenue and cost numbers contained herein may differ from those provided by other sources.

Since the 2001 adoption of Destination 2030, the Regional Council has developed a new regional economic forecast, as noted above. Consistent with the new economic forecast was the development of a new forecast of regional tax bases that support transportation revenue sources. Since Destination 2030 adoption, a number of large projects have changed in scope and cost, resulting in modifications to the estimated financial need. The updated financial information contained in this report reflects these new planning assumptions, as well as any known changes to project costs and current law funding sources.

[13] See *PSRC Regional Transportation Revenue Model: Technical Documentation,* November 2002, for more information.

The 30-year regional plan contains over $100 billion in planned projects and programs, anticipates over $70 billion in available current law revenues, and carries an expectation of newly available revenues (both authorized and as yet unauthorized) in the range of $30 billion.

The program-level summary of planned investments and current law revenues for the ten-year period covered in this plan review (2005-2014) is provided in Table 7 below. Over the next ten years, the region's transportation needs will require nearly $43 billion[14], and current law revenues of $27 billion. New funding of nearly $16 billion, in line with the plan's financial strategy, will need to be secured. New funding is consistent with the original recommendations of the Blue Ribbon Commission on Transportation.

Table 7 highlights the critical importance of achieving the new revenue objectives outlined in the Destination 2030 financial strategy. It displays current law revenue, including the recent state action to raise statewide revenues ("Nickel Package"). Some portions of the new revenue expectations are part of ongoing discussions relating to regional funding through the RTID, or they are authorized funding sources specific to implementing agencies, such as the taxing authority provided to Sound Transit. Other new revenue is expected to follow from future governmental or popular actions, consistent with the regional financial strategy. These actions include assumptions about a continued strong federal funding partnership and additional statewide revenue measures to help finance the state implementation programs.

Table 7: Ten-Year Financial Summary, 2005 through 2014
(Millions of year-2000 constant dollars)

Programmatic Areas	Planned Investments			Revenues[1]	
	System Expansion	Basic Needs	Total	Current Law[2]	New
City Streets and County Roads	5,240	4,850	10,090	6,785	
Public Transit					
Regional Transit	4,435	1,370	5,805	4,605	
Local Transit	3,250	5,580	8,830	7,630	
Seattle Monorail	1,225	250	1,475	1,475	
State Ferries	225	1,580	1,805	1,440	
State Highways					
Corridor Projects	8,000	2,000	10,000		
Other State Highways	2,910	1,040	3,950		
Total Highways	10,910	3,040	13,950	4,810	
Regional Needs Not Included Above					
Vehicle Trip Reduction/TDM			100		
Regional Bike and Pedestrian Needs			75		
Regional Park-and-Ride Facilities			350		
ITS Applications			-		
Total	**25,285**	**16,670**	**42,480**	**26,745**	**15,735**

1 Revenue estimates are subject to revision resulting from improved forecast methods or changes in revenue authorization.

2 These are revenues that will be available over the next 10 years if transportation revenue laws do not change and current expectations are realized over that time.

14 Year-2000 constant dollars

Program Specific Financial Issues

Each transportation program area addressed in the Destination 2030 financial strategy has its own unique financial management issues and concerns. These are briefly assessed in the following paragraphs. A more complete examination of historical transportation financial trends in the central Puget Sound region can be found in the Puget Sound Milestones report, *Transportation Finance 1989-2000.*[15]

Cities and Counties. Cities in the central Puget Sound region continue to rely heavily upon non-dedicated sources of funding for transportation purposes (revenue forecasts have been revised to reflect the recent loss of another dedicated source, the vehicle licensing fee). In addition, the distribution of statewide fuel tax revenues to local jurisdictions in the region is diminishing, in real terms, over time. This results in significant uncertainty about investment capacity over time, as demands on their general funds change from one budget cycle to the next. In addition, different cities throughout the region have very different financial circumstances, resulting in a lack of consistency in approach to city-level transportation investment.

Central Puget Sound counties have historically relied on road levy funds to provide a stable funding base. The passage of property tax limiting initiatives has introduced a new level of uncertainty. It remains to be seen as to whether counties will be able to sustain historical levels of investment in their road systems.

Due to diminishing dedicated sources of transportation funding, local jurisdictions continually have to balance transportation investment with many other budget responsibilities. This balancing act is particularly challenging since the transportation investments are essential in supporting locally adopted growth management plans.

Local Transit. Local transit operators faced the elimination of a significant funding base, the motor vehicle excise tax. In response to this loss of funding, most operators have garnered the support of their constituents to increase the transit sales tax rates. For some operators, these new sales tax revenues may nearly replace the lost MVET funds, but at the cost of a less diversified and less predictable revenue base. It is possible that transit operators may start to modify fiscal management practices to safeguard against economic downturns that would result in revenue instability.

Seattle Monorail. The Seattle Popular Monorail Authority (SPMA) is a new transportation-implementing agency with voter-approved authority to impose a motor vehicle excise tax to construct and operate its 14-mile monorail line with up to 19 stations. The financing plan was developed after careful analysis of the costs to build and operate the system and the revenue that would come from the MVET, monorail fares, advertising, and other sources. In the early months of tax revenue collections it has become apparent that the vehicle value tax base is somewhat lower than anticipated during initial financial planning. Tax avoidance and evasion may be a problem as well.

The SPMA has developed a five-tiered plan for addressing any revenue gap they may continue to encounter as tax revenues continue to be assessed over the coming months. SPMA is early in its design process, and some cost uncertainties remain. Still, there is every indication that the funding authority is sufficient to complete the project. As the Preferred Alternative and other reasonable alternatives are studied over the coming months, the Seattle Monorail Project will continue analysis of costs and risks to ensure that the selected alignment can be built on time and within budget.

[15] *Transportation Finance 1989-2000*, Puget Sound Regional Council, April 2000. Available online at http://psrc.org/projects/monitoring/finance.pdf (March 16, 2005).

Regional Transit. The regional transit operator, Sound Transit, has avoided the loss of significant local tax authority, even as voter initiatives threatened to repeal locally approved sources. Future federal grants are important to the Sound Transit capital programs. In February of 2003, the Central Link light rail project became one of only two transit projects in the nation to receive a "highly recommended" Federal Transit Administration rating for prioritizing projects for New Starts funding. The project's high rating, as explained in the FTA's annual New Starts report to Congress, is based on the project's ridership, cost-effectiveness, local financial commitment and level of design.

Final financial analysis for the North LINK segment and Phase 2 projects, including assessment of additional federal funding, is forthcoming and not specifically reflected in this report. The Sound Transit Board has directed its staff to re-examine the route choices between downtown Seattle and Northgate, and to identify opportunities to reduce costs and risks in this segment. Unlike other governmental entities, Sound Transit has policies related to subarea equity, under which the revenues raised in a subarea are used to build projects and provide services that benefit that subarea. As Sound Transit moves forward, there may be subarea ramifications and constraints that will need to be researched further. Under its enabling legislation, Sound Transit has significant remaining funding authority for Phase 2 projects, which could be mobilized through a regional popular vote.

State Highways and Ferries. The Washington State Department of Transportation has seen the elimination of an important revenue source for its highway and ferry programs. Without MVET funding, WSDOT has had to increasingly rely on revenues from state and federal fuel taxes, which lose buying power over time. This trend is evident in the historical data for highways and ferries, and is likely to become more pronounced in the future.

In 2000, state funds were made available to temporarily, and only partially, replace lost ferry program revenue, and ferry service reductions were put in place. In addition, the Legislature expressed a desire to have operating revenues cover an increasing share of operating expenses, up to 80 percent in the near term. After service reductions and fare increases, the ferry system still faces significant financial challenges, and in particular, it is the capital budget that faces the greatest uncertainty. Most recently the Legislature modified existing limits on the provision of passenger-only ferry service by entities other than the Washington State Ferry Service, leaving open the possibility of local managerial and financial support in order to maintain these services.

Recently, the Legislature passed, and the Governor signed, a new statewide transportation funding package which provides significant new revenues for the highway and ferry programs. The state transportation programs still face uncertainty about the scope and cost of major projects. For example, the large highway corridor projects are in various stages of planning and design, and the future of passenger-only ferry service is currently undecided. In the midst of this uncertainty is the expectation that if additional state funding is not identified in the long-term, the central Puget Sound region will see a shrinking return on revenues generated in the region as new construction projects could go without funding.

Unfunded Priority Projects

In Mid-2004, recognizing the need for additional funding options for both capacity enhancements and system maintenance and preservation, the Puget Sound Regional Council's Transportation Policy Board directed staff to poll member agencies, asking them to identify their currently unfunded transportation improvement needs. Of the more than eighty local agency members of the Puget Sound Regional Council, 21 responded by sending project lists which represent their current priorities. These are the projects they would build if additional funding becomes available. (See Appendix 3.) The list , while not

complete, represents a sampling of regional priority projects which are currently unfunded or only partially funded.

New Revenues and Future Actions

State Commitment to New Funding. At the end of April 2003, the Legislature passed a 10-year statewide transportation funding package that will help to implement a number of key projects and programs included in Destination 2030. New statewide transportation funding is a fundamental ingredient in the Destination 2030 finance strategy. The new state funding package is an enormously important first step toward addressing the state programs' needs. This first step must be followed by a continuing regional, state and federal commitment to developing additional transportation funding.

Most state and federal transportation funds are allocated to the central Puget Sound region based on legislative formulas, actions of the Legislature, and programmatic priorities. Collectively, this structure has resulted in an export of funds from the central Puget Sound region to other areas in the state, even though the ferry system has been a net importer. On the state level, the central Puget Sound region can be viewed much like the so-called "donor states" for federal highway funds.

Previous analysis by Porter and Associates found that the region's return ratio on state and federal funds would begin to drop significantly from its historical 90 percent average. This potential outcome is a result of Initiative 695, but the same would occur in any future scenario in which statewide highway funds are insufficient to support new highway construction. The analysis concluded that absent new transportation revenues, other regions of the state would not produce enough revenue to pay for their basic highway needs. Because basic needs are the first priority for highway funds, any central Puget Sound region revenue surplus over basic needs would be allocated to other regions in the state until these statewide basic needs are satisfied. This could reduce the central Puget Sound region's historical revenue return for highways to approximately 50¢ on the dollar by 2020. The new funding package passed by the state Legislature ensures that some new highway construction will help to offset the potential decline in revenue returned to the central Puget Sound region.

This important step may also help to garner political support for the other central element of the Destination 2030 financial strategy, which is regional funding. And it is important to keep in mind that this state action is part of a larger set of necessary financial commitments that must follow. New state funds provide some security that state support will remain in place as the region considers taxing itself to pay for regional transportation projects.

Regional Funding Must Be a Substantial Contribution. Destination 2030 builds upon the Blue Ribbon Commission on Transportation recommendations relating to the development of a regionally managed transportation fund. The development of a regional fund that would include regionally approved revenue sources and, potentially, some state pass-through funds to be utilized for investments on the state-owned systems, constitutes a major implementation strategy for Destination 2030. "The region would have responsibility to program and prioritize, with selected state and federal matching funds, state and regional roadway projects and regionally significant transit projects within the region."

The Destination 2030 investment strategy is in many ways dependent on the successful development of new regional funding mechanisms that are flexible enough to allow investment in the full array of regional transportation priorities. The outcome of the Regional Transportation Investment District deliberations will have a significant influence on the implementation of Destination 2030. The RTID

funding authority (including bonded revenues but not toll revenues) could produce in excess of $11 billion[16] for expenditure prior to 2020.

Toll Financing May Be Necessary to Build Major Projects. The central Puget Sound region and Washington State have made serious efforts to begin exploring innovative transportation financing approaches. Not all of the approaches will lead to new or restructured sources of revenue for implementing the region's transportation plan. Yet, there is consensus that business as usual is not an acceptable strategy for financing transportation systems. The Regional Council continues to examine opportunities for market-based financing, financial partnerships, and other inventive means of recovering costs and addressing financial shortfalls for transportation investments that will improve personal and freight mobility. Both the Regional Transportation Investment District and the state Transportation Commission remain interested in toll financing and other market finance instruments. And while there will be tolls on the new Tacoma Narrows Bridge on SR 16, the extent of toll financing for other projects and facilities is still undetermined.

Even All the New Funding Might Not Be Enough. It is possible that even if all new funding sources mentioned above are utilized, there will still be insufficient funds to make all identified improvements contained in the early years of Destination 2030. The transportation finance situation for later years in the plan are even less certain, given the heavy reliance on bond financing which front-loads investments relative to the dedicated revenue streams. At this time of significant uncertainty and transformation, it is more important than ever to maintain efforts to monitor progress toward achieving the plan's long-range financial and implementation objectives. As future decisions are made, the Regional Council will incorporate new developments into the analysis of Destination 2030's financial viability.

MONITORING PROGRESS

The key to realizing the regional strategy established by VISION 2020 and Destination 2030 is to link policies with real outcomes. By determining whether planned actions are occurring and whether they are achieving desired results, progress can be measured over time. The information generated by monitoring efforts will help provide the region's decision makers with the knowledge and tools they need to update and refine the region's plans and to make critical choices about its future.

The goal of the Regional Council's new program is to provide policymakers and the public with answers to questions like these:

- How is the region growing and changing over time?
- How is the region's transportation system running?
- Is the region building the projects, developing the services, and implementing the policies that it said it would?

Puget Sound Milestones

The Regional Council's new Puget Sound Milestones monitoring program and publication series monitors the growth and transportation issues and milestones of importance to the region, through an

[16] Year-2000 constant dollars

ongoing series of focused, topically oriented reports. The program consists of two distinct types of monitoring:

- **System Performance and Trend Monitoring.** This type of monitoring entails measuring, analyzing, and reporting on the characteristics and performance of the transportation system and regional demographic and growth trends.

- **Plan Implementation Monitoring.** This type of monitoring involves tracking and documenting local, regional, and state progress toward implementing the planned projects, programs, and policies outlined in the regional plans.

The intent of monitoring these different areas is to provide the public with a regional report on plan delivery (Is the region building the projects and developing the services it said it would?), and to track how the region is changing over the long term (Is the region moving toward the long-range vision it has established?).

The Milestones monitoring program is consistent with the various data collection and reporting efforts currently conducted in accordance with federal and state statutes. These efforts include data collection associated with updating the region's Metropolitan Transportation Plan (Destination 2030), Transportation Improvement Program (TIP), Congestion Management System (CMS), and Intelligent Transportation Systems (ITS), as well as periodic assessments of the region's compliance and conformity under Clean Air Act and Environmental Justice guidance.

These efforts also satisfy state requirements for Regional Transportation Planning Organizations' monitoring under the Growth Management Act, including monitoring local level of service standards for regional consistency, assessment of adequate performance of regionally significant transportation systems, evaluation and certification of the consistency of local plans and transportation elements, assessment of the compatibility of land use around airports, and periodic reports on progress of implementing the Regional Transportation Plan (RTP).

The program monitors, evaluates and periodically reports on selected plan performance indicators. The indicators describe the region's progress in implementing adopted growth, transportation, and economic plans, policies and strategies.

The program utilizes a variety of public processes and media formats to disseminate information regarding the region's progress. This information serves as a means of formulating recommendations to facilitate implementation of regional plans, identifying priority investments, and developing refinements or alternatives for regional planning purposes.

The Monitoring Focus

By concentrating on the following focus areas, the Regional Council is selecting indicators that will provide useful information and data to monitor key aspects of the region's growth and transportation policies.

Growth Focus Areas
- Growth Relative to Urban Growth Areas (UGAs)
- Compact Development
- Natural Resources and Environment
- Economy

The Growth Focus Areas are intended to provide spatial, locational and distributional data to help the region understand the amount, type, and character of population, housing and employment growth occurring both inside and outside its Urban Growth Areas. In addition, analysis of this data can help the region better understand the environmental and economic results of growth trends that are being observed.

Transportation Focus Areas

- Extent and Condition of Transportation System and Services
- Plan Implementation/Project Tracking
- Finance and Cost
- System Performance

The Transportation Focus Areas will provide information regarding the status, operational performance and function of the region's transportation system. Areas to be observed will relate to the nature and condition of the region's infrastructure and transportation services, the extent to which programs/projects are being implemented, the state of public finance, total public and private transportation costs that are incurred by the region's citizens, and the performance of the transportation system.

Monitoring Regional and State Investment Decisions. As mentioned previously, the successful implementation of Destination 2030 relies on investment in a wide variety of transportation projects and programs by numerous implementing organizations. Each organization has its own legal, institutional, political, and financial mandates and limitations. The result is a highly complex environment where financial realities govern what investments are made as much as any set of articulated goals or policies. Recognizing this important factor, the Regional Council has made financial planning and analysis a centerpiece of plan development. Similarly, financial monitoring is a central component of plan implementation monitoring, allowing the region to gauge whether resources are available, and consistently organized in a manner that furthers regional policy objectives. The Regional Council will make a particular effort to monitor progress toward achieving the long-range transportation plan financial objectives.

Puget Sound Milestones Reports

To date, the Regional Council has published nine monitoring reports in the Milestones series. Other reports and report updates will follow. Where available, data is collected over a period of time to establish trends and afford analysis that leads to findings and recommendations. And, as appropriate, the reports listed below contain recommendations to policy-makers on changes to regional policy and plans. A complete discussion of the Milestones program is available at the Regional Council web site at http://www.psrc.org/projects/monitoring/index.htm.

- *Central Puget Sound Regional Growth Centers:* Detailed population, employment, and housing trends for the region's 21 designated regional growth centers, as well as a first look at the region's eight designated manufacturing/industrial centers.

- *Population, Employment & Housing, 1995-2000:* A review of regional demographic, economic, and housing characteristics and trends relevant to growth management.

- *Regional Economic Profile:* A current "snapshot" of the central Puget Sound regional economy, with changes and trends from 1995 through 2002.

- *Transportation Finance:* Transportation finance information linking historical data, financial forecasts, and policy analysis with the "Finance Principles" contained in Destination 2030.

- *Project Tracking – PSRC Funds:* An examination of the types of investments the region has made with its regionally managed federal transportation funds between 1991 and October 2003.

- Metropolitan Transportation System Milestones Reports: The MTS emphasizes an integrated multimodal transportation system and describes its regionally significant modal components that are crucial to the mobility needs of the region. Over time the Milestones program will report on all MTS components. To date, three MTS performance reports have been completed:

  - *Roadways and Ferries:* A discussion of the regional policy context that guides monitoring efforts, and performance data for Roadway System and Ferry System components of the MTS.

  - *Regional Transit:* The Transit System Performance Monitoring Report establishes a range of measures that will be evaluated over time to determine the region's progress toward achieving the policy objectives identified for public transit in Destination 2030.

  - *Regional Airport System:* This is the first monitoring report on the performance of the regional airport system. It measures airport system demand, capacity, safety, pavement condition, obstructions, security, funding, airport ground access, and regional policy implementation.

  - *Transportation Demand Strategies:* This is the first monitoring report on transportation demand strategies (also known as transportation demand management). It provides a baseline for programs that will be tracked over time and for the general implementation of demand strategies.

COORDINATING AND UPDATING PLANS

VISION 2020 Update 2004-2007

The original VISION 2020 was the result of a planning process that took place between 1987 and 1990 by the Puget Sound Council of Governments. This work included an extensive and detailed analysis of alternative growth and mobility scenarios that were published in a report and environmental impact statement in 1990. The planning and environmental review process included broad participation by local government technical staff, the region's policy makers, and the public. The work resulted in an adopted VISION for the central Puget Sound region that combined a public commitment to a growth strategy with the transportation investments and programs needed to support the strategy. It also identified policies and key actions necessary to implemented the strategy. The VISION served as the framework for both countywide and local planning done under the Growth Management Act.

Work on the 1995 update to VISION 2020 and the Metropolitan Transportation Plan began in the fall of 1993. The purpose of this work was to strengthen the VISION's strategies and Multicounty Planning Policies (required by the Growth Management Act) by incorporating new information contained in federal and state laws, regional plans, countywide planning policies, and local comprehensive plans.

Beginning in 2003, the Regional Council set in motion a process to update the VISION that will be completed in 2007; nearly 20 years after the initial VISION 2020 process began. In the first year the Regional Council is engaging in an expanded public process designed to assist decision makers in determining the scope of the VISION update project and its environmental review. Updating the VISION will accomplish the following objectives:

- **Engage in a Public Discussion.** Engage the public, public agencies, private sector interests, community and environmental interest groups, and elected officials in a discussion that leads to policy-making and other decisions relating to transportation priorities, funding, and accountability.

- **Analyze Alternatives.** Analyze and document a wide range of land use/transportation alternatives (all building on the base of the current regional VISION).

- **Strengthen Strategies and Policies.** For example, strengthen transportation strategies and multicounty planning policies for value pricing, least cost planning, project selection guidance and/or other issues. This will also strengthen and update the regional economic strategies in coordination with work done by the Economic Development District.

- **Add Detail and Clarity.** Add detail and clarify the vision (for example, defining concepts that were not fleshed-out in the 1995 update, like "selected growth and redevelopment corridors", and "compact communities."

- **Make Implementing and Monitoring Easier.** Make implementing and monitoring progress toward implementation easier by (for example):

    - Adding graphics to show examples and make the VISION more understandable.
    - Adding measurable objectives to policy statements.
    - Establishing benchmarks or targets against which to monitor.
    - Adding an "implementation matrix" that identifies who is responsible for what actions, and when.

- **Keep VISION 2020 Document Current, Relevant and Useful to Decision-Makers and the Public.** The VISION document must be updated to catch up with issues and actions that have taken place since the 1995 update (see issues listed under "environmental review above"). The planning horizon (time frame) must also be extended beyond the year 2020 in order for the vision to maintain its long-range leadership perspective.

A full Environmental Impact Statement is needed as part of this update to VISION 2020 because of the vast amount of new information that is available to be analyzed and considered by decision-makers. New information has been generated by new Regional Council forecasts and related data (including findings from Puget Sound Milestone reports), Destination 2030 (adopted May 2001) and the difficulty in identifying new revenues needed to implement the plan, year 2000 Census data, new local comprehensive plans, the formation of new cities, changes to countywide planning policies, new buildable lands analysis data, new population and employment targets adopted by local jurisdictions, several new transportation corridor studies and environmental impact statements (for example, the I-405 corridor), changes that have occurred as a result of Sound Transit's implementation and future plans, City of Seattle's Monorail project, and local efforts to address Endangered Species Act listings in the Pacific Northwest.

Destination 2030 Update in 2008

An update to Destination 2030 is scheduled for completion in 2008. This update process will be structured to take advantage of any significant developments that surface during the update to the VISION 2020 strategy. Already it's acknowledge that some important issues will need to be addressed as part of the formal update to Destination 2030. Some of these issues are listed below. The list provides a sense of what the Regional Council anticipates to be important, emerging, or unresolved areas of interest to regional transportation planning.

- Provide additional focus on transportation safety and security

- Reflect policy changes that result from the VISION 2020 update
- Reflect major regional transportation corridor decisions
- Include refinements to Sound Transit's regional transit vision
- Incorporate new Washington State Ferry System long-range capital program
- Comply with the requirements of reauthorized Federal transportation funding legislation
- Address any continuing issues relating to regional airport capacity and expansion
- Reflect and inform the evolution of regional transportation governance and coordination
- Demonstrate the integration of transportation and economic development planning
- Include significant public outreach for the plan development – especially Title VI compliance
- Develop and employ more robust project prioritization methods
- Continue to assess regional financial capacity to implement the plan
- Reflect current thinking related to toll financing of infrastructure

Regional Transit Vision Update

Sound Transit is beginning a process for updating their Regional Long-Range Vision (adopted May, 1996). The Sound Transit Vision identifies a system-level plan for implementing high capacity transit throughout the three-county area. The Regional Council also provided data, information, and analysis as part of this effort, and to better provide the region with tools to make long-range decisions. The Regional Council developed a report on the characteristics of the urban corridors in the Puget Sound region, including a summary document describing pertinent demographic and travel data for identified corridors. The Regional Council will also provide local comprehensive plan information for Sound Transit's and the region's long-range transportation system planning activities. In particular, the Regional Council conducted specific work itemized below. This work includes findings from an independent technology review committee, followed by complete report for the entire region.

- Compile a wide range of existing and forecast data sets to provide to Sound Transit for their use in the overall update of the Vision plan.

- Assemble and analyze a range of land use, demographic, and travel pattern data to identify the geographic areas that would be most supportive of potential high capacity transit extensions, in the near term and over the long term.

- Analyze each of the high capacity transit corridors identified in the Sound Transit Vision determine appropriate HCT operating characteristics (by segment) and phasing schedule (2010, 2030) for a potential future implementation.

- Identify and assess the relative appropriateness of various HCT technologies in each of the Sound Transit Vision corridors. Convene an expert panel to review the methodology and conclusions drawn from this analysis.

- Evaluate the potential economic impact that a HCT system could have on the regional economy in terms of supporting job growth, land use development, and national competitiveness.

A Continuing and Iterative Process

Plan review and updating is an ongoing effort at the Regional Council. Under state law the regional transportation plan must be reviewed for currency every two years, and under federal law the plan must be updated or reviewed every three years. In addition, the long-range transportation plan is one element of VISION 2020, the region's growth, economic, and transportation strategy. While plan review is a

continuing and iterative process, each plan update builds upon a consistent base of core goals and policies established in VISION 2020. As these review efforts get underway, the reasonableness of the transportation investment strategy may be called into question if new sources of transportation funding are not secured, or if new sources prove inadequate to cover identified project costs. An inability to make identified transportation investments would have implications that cannot be ignored, such as diminished ability to support planned growth and development, maintain economic vitality, or to sustain air quality objectives. At such a point, it will become necessary to engage in rigorous project prioritization in order to ensure that the most important transportation projects have the implementation resources they require.

Appendix 1: System Expansion Projects, 2005-2014

The projects contained in this appendix represent the major public investments shown in the region's long-range comprehensive multimodal transportation plan (Destination 2030). While Destination 2030 includes planned transportation investments for the plan's 30-year horizon (2001-2030), this report addresses the next 10 years. The list below shows only projects that are planned for implementation between 2005 and 2014. All costs are in constant year-2000 dollars. The list includes only projects located on the Metropolitan Transportation System and displays only system-expansion projects, as opposed to maintenance and preservation projects. The nonmotorized transportation list includes only regional trail projects. Projects are organized by the following modal categories, and within these categories they are displayed by county where applicable:

1. State Highways
2. Arterials
3. Local Transit
4. Seattle Monorail
5. Sound Transit
6. Ferry System
7. Nonmotorized Transportation

State Highways

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

King County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
1585	I-5	Pierce/King County Line to 320th - HOV	Add 1 HOV Lane each direction	WSDOT current law	$49,020,000
2567	I-5/SR 161/SR 18 Triangle	I-5 / SR 18 interchange	Provide direct freeway-to-freeway connections between I-5, SR 18 & SR 161.	RTID	$79,719,000
1599	I-5	NE 175th to NE 205th	Northbound auxiliary lane	WSDOT	$7,400,000
1612	I-405	Bellevue Downtown (I-405 @ SE 8th, NE 4th, & NE 8th Streets)	HOV improvements at three interchanges (this jointly sponsored project is also shown on the Sound Transit project list. Total combined cost is $164 million)	WSDOT/Sound Transit	$116,703,834
3503 - 3512	I-405 (see note 2 below)	Tukwila to Lynnwood	Add 2 GP lanes each direction	RTID	$1,346,511,000
2569 ****	I-90	I-90 Reversible Lanes	Add 1 HOV Lane each direction to outer roadway	RTID & Sound Transit	$93,708,000
1600	SR 18 (Under construction)	Weyerhauser Way to SR 167	Add WB Truck Climbing Lane	WSDOT current law	$15,200,000
1862	SR 18 (Under construction)	Maple Valley to Issaquah-Hobart Road	Add 1 GP Lane each direction	WSDOT - current law	$64,300,000
1606	SR 161**	Jovita Blvd to S 360th Street	Add 1 GP Lane each direction	WSDOT - current law	$24,077,000
1592	SR 167	15th St SW to 15th St NW	Add 1 HOV Lane northbound	WSDOT - current law	$36,100,000
1685	SR 167	County Line to 15th St NW	Add 1 HOV Lane each direction	WSDOT	$40,000,000

1140 (1747)	SR 167*** (see note 3 below)	S 180th to SR 410	Add 2 general purpose lanes throughout the corridor. The RTID strategy is phase 1 and addresses three critical transportation "chokepoints". First, the remaining sections of HOV lane will be completed. Second, one lane will be added in each direction from S. 180th Street (matching the I-405 Corridor improvements) to 84th Ave. S. The third project will add an auxiliary lane to SR 167 in each direction between SR 516 (Kent-Des Moines Rd.) and S. 277th Street.	RTID	$260,516,000
1140	SR 202	SR 520 to Sahalee Way	Add 1 GP Lane each direction	RTID	$50,167,000
1692	SR 518	SR 509 to I-5	Make Interchange improvements throughout the corridor and add one GP lane in each direction from I-5 to the north airport access.	WSDOT/RTID	$38,200,000
1613	SR 509 (see note 4 below)	Des Moines Way South/S 188th Street to I-5	2 GP lanes and 1 HOV lane in each direction plus auxiliary lanes on I-5 to S. 320th Street.	RTID	$758,173,000
1866	SR 519	Royal Brougham Way between Safeco and Quest Fields	Highway/railroad grade separation	WSDOT	$32,748,000
1695, 1696,	SR 520	West Lake Sammamish Parkway to SR 202	Add 1 GP lane and 1 HOV lane each direction. Complete the SR 202 I/C.	WSDOT	$84,638,000
1847, 2445, 2452	SR 520	I-405 to I-5	(Translake) Replace floating bridge and add 1 HOV lane each direction	RTID/WSDOT	$1,730,000,000
2246	SR 522	Lake City vicinity	Transit Lanes	RTID	$99,943,000
1681	SR 99	N 165th Street to N 205th Street	Add 1 HOV Lane each direction.	RTID	$65,502,304
1679, 1680, 1681, 1743	SR 99	North of Denny Way off ramp to N 145th Street	Transit Enhancements (including BRT and/or BAT lanes)	WSDOT	$30,000,000
2458	SR 99 (see note 5 below)	Spokane St to Roy St	Replace Alaskan Way Viaduct	RTID	$2,662,000,000
3574	SR 99	S. 284th to S. 272nd	Add one HOV lane in each direction	WSDOT	$11,300,000
1617	SR 900	Newport Way to I-90	Add 1 GP Lane each direction	MTP Database	$25,375,000
	SR 900	SE 78th Street to I-90	Add 1 GP Lane each direction		
				King County:	**$7,721,301,138**

Kitsap County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
1667	SR 3	SR 3/SR 303 (Waaga Way) I/C	Add new ramp connection	WSDOT Current law	$11,123,000
3570, 3571	SR 304	SR 3 to Bremerton Ferry Terminal	Westbound HOV lane - Farragut to SR 3 - widen & realign	WSDOT	$35,000,000
1673	SR 305	Poulsbo south city limits to Bond Road	Widen for peak hour HOV lanes	WSDOT	$14,580,000
1874	SR 310 (Kitsap Way)	SR 3 to Bremerton Ferry Terminal	Widen existing road to 7 lanes for entire length and provide intersection improvements	Kitsap Co	$25,000,000
				Kitsap County:	**$85,703,000**

Pierce County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
1649	SR 16	Tacoma Narrows Bridge (S. Jackson Ave. to 36th Street NW)	New bridge to provide 2GP + 1HOV each way	WSDOT - current law	$398,000,000
1646, 1647, 1648	SR 16 (see note 6 below)	I-5 to Gig Harbor (Olympic Drive NW)	Add 1 HOV Lane each direction	WSDOT - current law	$84,522,000

1644	I-5 (see note 7 below)	S. 48th Street to King/Pierce County Line	Add 1 HOV Lane each direction	RTID	$430,181,000
1652	SR 167*** (see note 8 below)	Auburn to Puyallup	Add 1 HOV Lane each direction	RTID	$73,977,000
1660	SR 167 (Under construction)	24th St. E.	Construct new N. Sumner I/C	WSDOT - current law	$5,994,000
1659, 1722	SR 167 (see note 9 below)	SR 509 to SR 161	New freeway - 2 GP Lanes each direction	RTID	$607,274,000
1661	SR 410	214th Ave. E. to 234th Ave. E,	Add 1 GP Lane each direction	WSDOT	$19,486,000
1656, 1657	SR 161**	234th Street to 176th Street	Add 1 GP Lane each direction	WSDOT - current law	$18,119,000
1658	SR 161**	36th Street to Jovita Blvd.	Add 1 GP Lane each direction	WSDOT - current law	$16,133,000
	SR 302	Elgin-Cliffton Road to SR 16	Add 1 GP lane each direction to 144th Street. Construct 4 lane corridor on new alignment from 144th St. to SR 16.	RTID	$23,895,000
112	SR 704	Cross-Base Highway	New Roadway	RTID	$135,218,000
				Pierce County:	**$1,812,799,000**

Snohomish County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
1625	I-5	SR 524 I/C Vicinity	Add 1 GP (collector-distributor) Lane each direction	RTID	$85,000,000
1618	I-5	SR 526 to Marine View Drive	Add 1 HOV Lane each direction	WSDOT current law	$162,983,000
1703	I-5 / US 2 I/C	I-5 / US 2 I/C	Access improvements to downtown Everett street system	RTID	$34,782,000
547	I-5 / 41st I/C	I-5 / 41st interchange	Interchange Improvements	RTID	$37,259,000
1618	I-5 / S Everett I/C	I-5 @ 100th St SE, Everett Mall Way	Interchange Improvements	RTID	$46,537,000
1706	I-5 / SR 96 I/C	I-5 / SR 96 (128th St) Interchange	Phase 1 - Interchange modifications	RTID	$30,408,000
1785	I-5	SR 525	Construct missing ramp	RTID	$18,544,000
1626	I-5 @ SR 531	SR 531 @ 172nd Street	Interchange modifications	RTID	$19,259,000
1703	US 2	U.S. 2 Trestle - I-5 to SR 204	Add one lane in each direction & interchange connections	RTID	$160,622,000
1628	US 2/SR 9 (under construction)	US 2/SR 9 Interchange	Interchange reconfiguration	WSDOT CL	$4,800,000
1704	US 2	Everett to Stevens Pass corridor	Sultan widening	RTID	$52,463,000
1791, 1792, 1793	SR 9	SR 92 to SR 530	Phase 1 - Improve intersections and other choke points	RTID	$22,620,000
1628, 1789, 1790	SR 9	176th St to SR 92	Widen to five lanes	RTID	$177,481,000
1627	SR 9	SR 522 to 176th St	Stage 1B and 2 improvements (widen to 5 lanes)	WSDOT - current law	$65,896,000
2388	SR 522	Fales/Echo Lake Road	New single point interchange	WSDOT - current law	$14,899,000
	SR 522	Paradise Lake Road to Snohomish River	Add 1 GP Lane each direction	RTID	$81,265,000
	SR 522	Snohomish River to US 2	Add 1 GP Lane each direction	WSDOT - current law	$81,279,000
1714	SR 524	24th Avenue SW to SR 527	Add 1 GP Lane each direction	RTID	$49,724,000
1635	SR 525 (under construction)	SR 99 to Paine Field Blvd.	Add 1 GP Lane each direction	WSDOT CL	$9,700,000
1638	SR 527	132nd Street SE to 112th Street SE	Add 1 GP Lane each direction	WSDOT current law	$16,928,000
1798	SR 527	228th St SW to 240th St SW	Widen to five lanes	RTID	$8,502,000
1802	SR 532	Camano Island to I-5	Phase 1 - frontage roads, signals, access management	RTID	$5,000,000
1639	SR 531	43rd Ave NE to 67th Ave NE	Phase 1 - Add 1 GP Lane each direction	RTID	$23,201,000
1950	SR 92	Granite Falls Bypass	Granite Falls Alternate Route	RTID	$23,371,000
1795	SR 92	@ 99th, 113th, 127th, Callow Rd, Machias Cutoff	Phase 1 - Intersections	RTID	$10,102,000

1630	SR 99	244th St SW to SR 104	Construct HOV connection between Shoreline and Lynnwood	RTID	$29,661,000
				Snohomish County:	**$1,272,286,000**
				Regional Total:	**$10,892,089,138**

* Costs were converted from year-of-expenditure dollars to year 2000 dollars. Costs shown here include only the the project portions that are planned for the 2005-2014 time frame. Additional project costs may occur after 2014. RTID costs include projects that are part of current RTID funding package as well as others previously identified by RTID but not included in current package.

** Cost data for these three projects on SR 161 in King and Pierce County might include some double-counting.

*** These two projects might have overlapping segments. Therefore, total project costs may be less than shown here.

**** Project #2569 will likely be sponsored by WSDOT or Sound Transit. Total costs may range up to $100,000,000 (no preferred alternative has been chosen).

Notes for I-405, SR 167, SR 509, SR 99, SR 16, and I-5 projects:

(1) Portions of these projects will not be completed during the 2005 MTP Update time frame (2005-2014)
(2) Under current RTID proposal, mid-point of construction for I-405 Phase I project (including the Nickel funding package portion) is 2010.
(3) This project is an emerging RTID priority and is being proposed for amendment into the MTP in 2005. Construction mid-point 2011.
(4) Under the current RTID proposal the mid-point of construction for the SR 509 project is 2010.
(5) Under the current RTID proposal the mid-point of construction for the SR 99 Viaduct Replacement project is 2011.
(6) Under the current RTID proposal the SR 16 project is scheduled for completion in 2013.
(7) Under the current RTID proposal the mid-point of construction for the Pierce County I-5 HOV project is 2009.
(8) Under the current RTID proposal the mid-point of construction for the SR 167 HOV project is 2007 (project is in King and Pierce counties).
(9) Under the current RTID proposal the mid-point of construction for Phase I of the SR 167 project is 2010.

Arterials

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

King County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
2283	140th Way SE	Petrovitsky Rd to SR 169	Five-lane road	RTID	$26,800,000
2283	140th Ave SE	SE 177th St to SE 197th St	Five-lane road		
1980	Sahalee Way NE	NE 37th St to SR 202	Five-lane road	King County	$1,442,000
1978	Sahalee Way NE	NE 37th St to NE 8th St	Five-lane road	King County	$6,109,000
1543, 2352	228th Ave SE / NE PH I	Issaquah-Pine Lk to Inglewood Hill	Five-lane road	MTP Database	$32,813,000
2268	SPAR - North Link	Grandridge to Issaquah-Fall City Rd	Five-lane road	MTP Database	$37,900,000
	South SPAR	Grandridge UPD to I-90 Sunset IC	new 5-lane road	MTP Database	
454	Novelty Hill Rd	Redmond C/L to 244th Ave NE	Five-lane road	King Co. CIP	$47,800,816
194, 2281	NE 124th St Ph. II	132nd Pl NE to SR 202	Four-lane road	King Co. CIP	$22,015,735
401	100th Ave NE	NE 139th St to NE 145th St.	Five-lane road	King Co. CIP	$5,100,573
473, 2004	S 277th Street	Green River Rd to SR 516	New five-lane road	MTP Database	$55,916,667
1758	Snoqualmie Ridge Dr	I-90 to SR 202	Four lane road (two lanes s/o Snoqualmie CL)	MTP Database	$5,473,333
148	NE 90th Street	154th Ave NE to SR 202	New four-lane road (2 lanes e/o 160th)	MTP Database	$13,347,363
2140	S 196th Street	68th Ave S to 84th Ave S	New four-lane road	MTP Database	$32,730,000
2267	Issaquah Bypass	Front Street to I-90	new 5-lane road	RTID	$28,522,522
265	East Lake Sammamish Parkway	SE 56th St to I-90	Five-lane road plus SB HOV lane	King County	$9,885,000
	E Lake Sammamish Parkway / Front St	SE 43rd Way to Newport Way	ITS	RTID	$360,300
	124th Ave NE	Kirkland	Arterial Improvements	RTID	$62,438,033
239, 1995	1st Ave S	Burien	Phase 1 & 2	King County	$17,090,000

2292	68th Ave NE	Simonds Rd to SR 522	Construct NB HOV lane total of 5/6 lanes	RTID	$15,107,260
2211	68th Ave	NE 181 St. to 185th St.	Widening	RTID	$1,079,101
1295	Boeing Access Rd Bridge		Bridge replacement	King County	$12,287,000
869	Grady Way S	SR 167 to SR 515	Improvements at Intersections	King County	$2,926,240
2299	Lake Washington Blvd / SR 520	Lake Washington Blvd / SR 520	Queue bypass	King County	$3,758,000
	Mercer Corridor	I-5 to SR 99	Direct connection from I-5 WB in the Mercer Corridor to SR 99 and Seattle Center	RTID	$56,788,215
	N SPAR / S SPAR Rd	NW Sammamish Road/SE 56th St.	ITS	King County	$544,000
	NE 124th St / I-405	Kirkland	Queue bypass EB	RTID	$651,816
447	NE 128th St	Kirkland	Direct Access to I-405 for ST	RTID	$3,783,288
2298	NE 70th St / I-405	Kirkland	Queue bypass	RTID	$2,332,287
1779	NE 85th St / I-405	Kirkland	Queue bypass WB	RTID	$501,439
2414	NE 85th St EB	NE 85th St EB to I-405	Queue bypass	RTID	$1,539,921
2403	Newport Way	SR 900 to SE 54th St	Widening	King County	$3,970,000
2333	Rainier Ave	Grady Way	Grade separation	King County	$11,443,000
	208th St	Benson	Interchange improvement	RTID	$9,629,399
2094	S 154th St	SR 518 to 24th Ave S	Widening	King County	$1,523,000
189, 2138	S 188th St	16th Ave W to tunnel	Widening	King County	$1,893,000
2007	S 272nd St	SR 99 to I-5	Widening Phase 1	King County	$9,129,000
2005	S 272nd St		Widening Phase 2	King County	$2,292,000
	W Valley Hwy	Auburn		King County	$1,320,000
1400	148th Ave NE	SR 520 ramps		RTID	$2,469,215
	148th Ave NE	Overlake Commercial Area		RTID	$4,156,274
	148th Ave NE	Main St to NE 22nd		King County	$3,150,000
976	52nd St NE / S 277th St	Auburn Way N to Green River	Add 2 lanes	King County	$3,227,000
2313	Coal Creek Pkwy	Renton C/L to SE 72nd St.	Widen to 4/5 lanes + CGS, bike lanes, traffic signals.	RTID	$32,502,819
	Countywide Signal Synchronization	Various Corridors	Synchronize traffic signals, ITS systems	RTID	$7,443,217
2570	Fast Corridor	King County	FAST Corridor Phase I & II projects: SR 167 ROW, Shaw Rd Ext, D St, E Marine View Dr, E Marginal Way, N Canyon Rd Ext, Duwamish ITS, Regional ITS, SR 9, M St, 8th St - UP, Lincoln Ave, S 228th, 70th Ave, Lander St, Willis St	WSDOT	$390,412,000
958	S. Spokane Street Viaduct	I-5 to SR 99	Widen to 5 lanes (adding a west-bound weave lane) plus shoulders, including new on and off ramp at 1st Avenue South.	Seattle DOT	$70,000,000
	Issaquah-Fall City Rd	E Lake Sammamish Pkwy to N Spar Rd	ITS	King County	$716,000
2052	Kent-Des Moines Rd	16th Ave S to SR 99	Minor Widening	MTP Database	$6,462,000
2344	NE 3rd / 4th St	I-405 to E City Limits	Channalization, traffic signal modification	MTP Database	$7,628,000
2018	S 348th St	1st Ave S to 9th Ave S	HOV	MTP Database	$6,661,000
1905	S 348th St	9th Ave S to SR 99	HOV	MTP Database	$3,738,538
2008	S 320th St	8th Ave S to SR 99	HOV	MTP Database	$6,191,000
2012	S 320th St	1st Ave S to 8th Ave S	HOV	MTP Database	$5,000,000
	S Park Bridge		Bridge replacement	RTID	$69,005,263
	Crossing over I-90	Gilman Blvd to E Lake Sammamish Pkwy	New arterial crossing over I-90	RTID	$35,400,000
368	Newport Way	W Sunset Way to NW Maple St	Minor Widening	King County	$9,411,000
	148th Ave NE	NE 8th St	Intersection improvement	RTID	$2,385,147
1058	Bel-Red Rd	Bel-Red Rd / 124th Ave NE	Intersection improvements	King County	$5,294,000
2009	S 320th St	20th Ave S	Add turn channels	MTP Database	$1,358,000

	S 320th St	21st Ave SW	Add turn channels	RTID	$973,000
	Strander Blvd	Renton	New Roadway	King County	$53,134,000
	Frager & Russell Roads	S 200th St to S 212th St	Delete roads	King Co. CIP	$5,169,000
2166	SE 256th St	116th Ave SE to 132nd Ave SE	Five-lane road	MTP Database	$6,080,000
2205	Lakepoint Drive	SR 522 64th Ave NE to 68th Ave NE	Five-lane road	RTID	$9,467,557
856	Des Moines Memorial Dr	S 136th St to SR 518	Widening	King County	$6,217,000
	Des Moines Memorial Dr	SR 518 to S 156th St	Widening	King County	$4,325,000
1250	Des Moines Memorial Dr	S 156th St to SeaTac	Widening	King County	$5,255,000
2271	E Sunset Way	I-90 to Front Street - Issaquah	Widening	King County	$2,185,000
	Green River Valley Rd / Academy Dr	Auburn	Widening/new construction	King County	$22,335,000
2032	S 228th St	SR 167 to I-5	Extension	MTP Database	$21,000,000
2423	Union Hill Rd	Avondale Rd to 178th Place NE	Widening	RTID	$1,626,171
3558	Willows Rd NE	NE 116th to 124th St.	Widening	RTID	$5,522,093
	244th Ave NE	SE 8th to SR 202	Phase 1	RTID	$7,100,803
1053	110th Ave NE	Main St to NE 4th St	New two-lane road	MTP Database	$2,893,348
2402	I-90/Front St	I-90 to Issaquah/Fall City Road	Widen to three lanes	MTP Database	$4,800,000
				King County:	**$1,378,935,754**

Kitsap County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
1875	Manette Bridge Replacement	Washington Ave to Wheaton Way	Replace existing deteriorated bridge	Bremerton Projects	$5,000,000
3432	Warren Ave SB Off-Ramp	Port Washington Narrows Bridge to Sheridan Road	Design and construction of off-ramp.	Bremerton Projects	$157,000
1280	Bethel Rd	Lundberg to Ives	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$6,000,000
1265	Clear Creek Connector	Clear Creek Rd to Old Frontier Rd	2 lane extension with channelization	Kitsap Co MTP Projects 2002 update	$3,900,000
1259	Silverdale Way	Schold Rd to Mt. View Rd	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$3,000,000
491	Silverdale Way	Byron to Chico Way NW	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$4,000,000
485	Bucklin Hill Rd	Tracyton Blvd to Silverdale Way	Widen to 5 lanes, new bridge	Kitsap Co MTP Projects 2002 update	$11,000,000
483	Arborwood-Whitehorse Connector	S Kingston Rd to Miller Bay Rd	New 2 lane road with channelizaton	Kitsap Co MTP Projects 2002 update	$4,500,000
1262	Viking Way	City Limits to SR 308	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$4,000,000
849	SR 305	NE New Brooklyn Road	Add capacity for existing residents; intersection/alignment improvements	Bainbridge Projects	$489,000
850	SR 305	NE Seabold	Add capacity for existing residents; intersection/alignment improvements	Bainbridge Projects	$2,978,000
851	SR 305	NE Day Road	Intersection/alignment improvements	Bainbridge Projects	$2,031,000
1264	Newberry Hill Rd	Chico Way NW to SR 3 SB on Ramp	Widen to 4 lanes	Kitsap Co MTP Projects 2002 update	$10,000,000
1277	Werner Rd	Sam Christopherson Rd to SR 3	Widen to 4 lanes with channelization	Kitsap Co MTP Projects 2002 update	$1,000,000
1263	Newberry Hill Rd	Provost Rd to Dickey Rd	Add WB truck climbing lane	Kitsap Co MTP Projects 2002 update	$5,000,000
1281	Salmonberry Rd E	Phillips to Long Lake Rd	Geometric improvements, safety and drainage improvements	Kitsap Co MTP Projects 2002 update	$2,000,000
1266	Tracyton Blvd	Bucklin Hill Rd to Fairgrounds Rd	Traffic calming/shoulders	Kitsap Co MTP Projects 2002 update	$737,000

1283	Mile Hill Dr	Long Lake Rd to Colchester	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$3,000,000
3433	Newberry Hill Rd West	Seabeck Highway to Dickey Road	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$35,000,000
1282	Salmonberry Rd W	Bethel Rd to Jackson Ave	Geometric improvements, safety and drainage improvements	Kitsap Co MTP Projects 2002 update	$2,000,000
1272	Ridgetop Blvd	Silverdale Way to Waaga Way (SR 303)	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$6,000,000
1929	Blain Ave	Bucklin Hill Rd to Ridgetop Blvd	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$1,000,000
1934	Bucklin Hill Rd	Silverdale Way to Anderson Hill Rd	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$2,500,000
1269	Fairgrounds Rd	Tracyton Blvd to SR 303	Widen to 5 lanes, intersection improvements	Kitsap Co MTP Projects 2002 update	$7,000,000
1288	Glenwood Rd	Lake Flora Rd to SR 16	Widen to 4 lanes	Kitsap Co MTP Projects 2002 update	$3,604,423
1284	Jackson Ave	Sedgwick Rd to Mile Hill Dr	Widen to 5 lanes; signals	Kitsap Co MTP Projects 2002 update	$5,000,000
1930	Levin Rd	Bucklin Hill Rd to Ridgetop Blvd	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$1,000,000
1285	Lund Ave	Hoover to Jackson Ave	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$4,500,000
1928	Myhre Road	Tracyton Blvd to Silverdale Way	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$4,000,000
1267	Northlake Way	Seabeck Hwy to Kitsap Way	Widen to 5 lanes	Kitsap Co MTP Projects 2002 update	$2,500,000
1260	Stottlemeyer Rd	Lincoln Rd to Gunderson Rd	Widen to 3 lanes	Kitsap Co MTP Projects 2002 update	$2,500,000
3376	SW Lake Flora Rd	SR 3 to Glenwood Rd SE	Widen to four lanes	Kitsap Co MTP Projects 2002 update	$13,718,126
				Kitsap County:	**$159,114,549**

Pierce County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
116	112 St E	Canyon Rd E to Woodland Ave E	Widen from 2 to 5 Lanes	MTP Database	$29,037,187
	112 St E	Waller Rd E to Canyon Rd E	Widen from 2 to 5 Lanes		
113	Canyon Rd E	116 St E to 131 St Ct E	Widen from 4 to 7 lanes	MTP Database	$36,296,484
	Canyon Rd E	131 St Ct E to 156 St E	Widen from 4 to 7 lanes	MTP Database	
115	176th Street East	Pacific Avenue to SR 161	Widen from 2 to 5 lanes	RTID	$34,084,895
115	176th Street East	130th Ave. E. to Calistoga Bridge	New Roadway	RTID	$15,799,688
524	94th Avenue East	136th St. E. to 112th St. E.	Ewiden from 2 to 5 lanes	RTID	$12,105,489
133	Lake Tapps Pkwy E	Sumner-Tapps Hwy to 182 Av E	Construct New 3-Lane Arterial	MTP Database	$48,250,736
1479	198 Ave E	144 St E to 120 St E	Widen from 2 to 4 Lanes	MTP Database	$5,185,212
	198 Ave E/199 Ave Ct E	Rhodes Lk Rd E to South Prairie Rd E	New/Reconstructed 3-Lane Arterial		
1231	South Prairie Rd E	SR 410 to 200 Ave Ct E	Widen from 2 to 5 Lanes	MTP Database	$480,505
				Pierce County:	**$181,240,197**

Snohomish County

MTP ID#	Route	Location	Description	Data Source	2005 - 2014 Total Cost
792	112th Street SE	SR 525 to SR 527	Widen from 2 to 5 Lanes	RTID	$4,265,462
	S Broadway	41st St to SR 526	Widen from 2 to 4/5 lanes	RTID	$797,772
	196th St SW	48th Ave W to 37th Ave W	Widen from 5 to 7 lanes	RTID	$11,648,278
798	41st St	Lowell Neighborhood Bypass	Over-crossing	RTID	$9,554,634
1232	44th Ave W	I-5 to 194th St SW	Additional northbound lane	RTID	$9,494,915
584	Airport Way	SR 9 to Bridge #1	Widen from 2 to 3 lanes	RTID	$9,537,517

1889	E Everett Ave		Over-crossing	RTID	$9,928,398
599	Snohomish-Woodinville Rd	Snohomish C/L to SR 522	Widen from 2 to 3 lanes	RTID	$3,155,912
	State Ave.	136th St. NE to 152nd St NE	Widen from 2 to 5 Lanes	RTID	$4,974,859
	State Ave.	100th St NE to 109th St NE	Widen from 2 to 5 Lanes	RTID	$7,889,895
	116th St. N.E.	I-5 to State Avenue	Widen from 2 to 5 Lanes	RTID	$1,954,409
1339	Lowell-Snohomish River Road	Everett and SR 9	Reopened after flooding	MTP Database	$5,077,670
777	20th St SE	US 2 to SR 9	Widen from 2 to up to 5 lanes	RTID	$30,593,942
	180th St SE	SR 527 to SR 9	Widen from 2 to 3 lanes	RTID	$8,828,621
	200th St SW	SR 99 to 48th Ave W	Widen from 3 to 5 lanes	RTID	$10,224,659
	228th St SE	39th Ave SE to SR 9	Widen from 2 to up to 5 lanes	RTID	$9,466,897
	238th St SW	84th Ave W to SR 104	Widen from 2 to 3 lanes	RTID	$885,600
772	36/35 Ave W	Maple Road to 148th St SW	Widen from 2 to 3/4 lanes	RTID	$10,987,965
2357	39th / 35th Ave SE	228th St SE to Seattle Hill Rd	Widen from 2 to up to 5 lanes	RTID	$35,114,596
2257	39th Ave SE	228th St SE to 240th St SE	Construct new 5 lanes	RTID	$18,324,062
1324	4th Ave W	112th St to Everett Mall Way	Widen from 3 to 5 lanes	RTID	$7,739,460
	51st Ave NE	88th St NE to SR 531	Widen from 2 to 3 lanes	RTID	$31,096,659
773	52nd Ave W / Beverly Park Rd	168th St SW to Shelby Rd	Widen from 2 to 3 lanes	RTID	$10,987,965
	84th Ave W	212th St SW to 238th St SW	Street Improvements	RTID	$5,628,698
576	228th Street	Locust Way to SR 527	Widen from 2 to 4 Lanes	MTP Database	$9,610,600
785	East Marine View Drive	19th Avenue to 7th Drive (I-5 to SR 529)	Widen from 2 to 4-5 Lanes	MTP Database	$8,374,345
771	35th Avenue SE	120th Place SE to Seattle Hill Road	Widen from 2 to 3 Lanes	MTP Database	$12,098,000
				Snohomish County:	**$288,241,792**

Regional Total:	**$2,007,532,292**

Notes:
(1) Costs include that portion of the projects which are planned for implementation in the 2005-2014 time frame. Some projects extend beyond 2014, so total cost may be higher than reported here.
(2) RTID cost data includes projects that are part of the current RTID funding package as well as others previously identified by RTID but not included in current package.
(3) All projects listed here are scheduled to be completed by the year 2014 unless otherwise noted.

Local Transit

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

King County

MTP ID#	Project	Location	Description	Data Source	2005 - 2014 Total Cost
1003	Design on-board logic unit on buses			MTP Database	$10,400,000
1023	Signal priority - transit priority		Speed & Reliability projects in support of RAN, community plans, Transit Priorities	KC Metro TDP	$13,341,000
2289	Redmond Bus Transit Center			MTP Database	$5,000,000
3417	Ryerson Base Bus Parking Expansion	I-90 / E-3 busway	Construct an expansion of the existing bus base to accommodate 60 more buses by year 2001 to support Six Year Plan increases in transit service. Additionally, move the E-3 busway and use the unimproved area and railroad right-of-way to provide space for	KC Metro TDP	$3,884,550

3420	Elliott Bay Water Taxi	Downtown Seattle Waterfront to Harbor Avenue and Bronson Way	Provide for the design and construction of a dock facility in West Seattle. This facility will support the Elliott Bay Water Taxi service that transports passengers between West Seattle and the downtown Seattle waterfront.	King Co RTID	$3,363,969
2644, 2650, 2653, 2657, 2658, 2660, 3491, 3494, 3495, 3497	I-405 BRT 4000 New Park & Ride Spaces	Brickyard, Kirkland/Houghton, Newport Hills, South Renton, S. 154th St. light rail station, Burien, SR 167/Carr Rd., South Bellevue, Issaquah Highlands, Redmond, and Kent	I-405 Park & Ride Lot Expansion: Construct approximately 4,000 new structured park and ride lot stalls. P&R expansion to be located near direct access points to/from the freeway. Project cost originally listed separately, but now included as part of the I-405 cost estimates.	King Co RTID	$177,000,000
3465, 3466, 3467, 3468, 3469, 3470, 3471	I-405 Bus Rapid Transit (BRT) Stations	195th, 160th, Kirkland/Houghton, Newport Hills, and SR 167/Carr Rd, Bellevue Transit Center, South Renton P&R, S. 154th St. light rail station, and Burien P&R	I-405 BRT Freeway Stations: Design and construct in-line stations at locations along the corridor that do not have transit/HOV direct access facilities available. Improve off-line stations where transit/HOV direct access facilities are or will be available. Project cost originally listed separately, but now included as part of the I-405 cost estimates.	King Co RTID	$89,700,000
	I-405 BRT (Buses, Vans, Service)		I-405 BRT Buses & Base Capacity: Buy 19 buses and maintenance base capacity to support BRT service in the corridor, augmenting service already provided by Sound Transit. Project cost originally listed separately, but now included as part of the I-405 cost estimates.	King Co RTID	$106,500,000
1679, 1680, 1681, 1710, 1743	BRT-99N/99S/SR 522 Service		BRT Bus Service.	King Co RTID	$111,000,000
	SR 99 South BRT (Capital)		SR 99 South BRT Capital: Complete HOV lanes, build sidewalks, upgrade traffic signals, implement transit signal priority, and expand selected intersections per Pacific Hwy. South Redevelopment Project. Provide BRT amenities including upgraded bus shelters, lighting, real-time customer information along the entire service corridor (S. Federal Way to Southcenter)	King Co RTID	$57,413,461
1679, 1680, 1681, 1743	SR 99 north BRT (Capital)		SR 99 North BRT Capital: Complete transit/BAT lanes, build sidewalks, upgrade traffic signals and expand selected intersections per Aurora Corridor Improvement Plan. Provide BRT amenities including upgraded bus shelters, lighting, real-time customer information along the entire service corridor (downtown Seattle to N. 205th St.)	King Co RTID	$80,507,540

610	King St. Station		King Street Transportation Center project is the planned development of a major multi-modal transportation center of local, regional and statewide significance in Seattle's south downtown. The Transportation Center will incorporate the Station as the core element of a multi-modal center that will provide capacity for the projected build out of 80 inter-city and commuter trains anticipated within the next decade, and for an inter-city bus terminal, enhanced public transit access to local and regional bus and light rail, and possible monorail and repositioned Waterfront streetcar as well as taxi, automobile, bicycle and pedestrian improvements.	King Co RTID	$56,146,596
	Convention Place Center		Bus and/or light rail transit facilities, auto and service parking below grade and up to 1.8 million square feet of hotel, office, housing, retail, and civic uses above grade.	KC Metro TDP	$3,067,531
	Route 7 Corridor Improvements	Rainier Avenue South, Seattle	Install transit signal priority at five intersections and improve some bus stops on Rainier Avenue South	KC Metro TDP	$1,070,270
	Bellevue Transit Priority	Bellevue	Design improvements including TSP, queue jumps, zone consolidation, etc. and, if local jurisdiction support exists, implement.	KC Metro TDP	$1,705,000
	E. King County Transit Improvements	East King County	Design improvements including TSP, queue jumps, zone consolidation, etc. and, if local jurisdiction support exists, implement.	KC Metro TDP	$5,163,000
	Seashore Transit Improvements	Shoreline, Seattle	Design improvements including TSP, queue jumps, zone consolidation, etc. and, if local jurisdiction support exists, implement. Includes Rt. 44.	KC Metro TDP	$5,302,000
	S. King County Transit Improvements	South King County	Design improvements including TSP, queue jumps, zone consolidation, etc. and, if local jurisdiction support exists, implement.	KC Metro TDP	$5,945,000
2225	Transit Base Operations		Expand existing Operating Bus Bases to handle larger bus fleets	KC Metro Transit Projects	$92,799,292
2288	Shuttle Bus Service (Renton, Issaquah, Eastgate, Redmond, Bothell, East Bellevue)		Initiate new or expand existing shuttle services.	MTP Database	$3,200,000
2290	Bothell Transit Center		Study to analyze need for Sound Transit, Community Transit. Analyze future P&R capacity needs. Identify alternative locations for transit center, freeway flyer stops and P&R lots.	MTP Database	$15,000,000
734	Fleet expansion/replacement	Countywide	Fixed route 40-60 ft buses, 50 small community circulators - 30ft, ADA accessible vans, Transit Vans to support community service, electric trolley, Vanpool vans	KC Metro TDP	$95,127,236
737	Maintenance & operation base		expand existing bases	MTP Database	$67,200,000
742	Passenger shelters	Countywide	plan, design, construct new bus shelters	MTP Database	$24,200,000
1002	Bus Base Construction		Construct new base in South County between Federal Way and Renton	KC Metro TDP	$66,857,544
2226	Trolley Overhead Integration with Link LRT		Trolley overhead projects which facilitate integration with Link LRT 1	MTP Database	$11,858,999
2511	King Co. Metro TOD Program Capital		Design and construct structured park and ride stalls in Northgate, Northshore/Kenmore, S Kirkland and Shoreline	King Co RTID	$65,000,000

3418	Atlantic / Central Base Expansion	1270 Sixth Ave S	Pre-design and property acquisition toward expanding the Phase One bus base capacity in the North Duwamish area of Seattle to cost effectively repair, service and dispatch buses for transit service planned by both King County METRO and Sound Transit for King Co	MTP Database	$31,123,879
	Rural Towns Park & Rides	Rural King County	Development of small "community-based" park and ride projects in rural areas of King County.	KC Metro TDP	$2,212,919
	P & R Capacity Enhancement	King County	King County	KC Metro TDP	$117,229
	Seattle Core Transit Priority	Seattle	Improve transit speed and reliability through improvements to affected street segments. Dependent on cooperation from SDOT.	KC Metro TDP	$3,655,000
	West Seattle Transit Corridor	Seattle	Improve transit speed and reliability through improvements to affected street segments. Dependent on cooperation from SDOT.	KC Metro TDP	$436,493
				King County:	**$1,215,298,508**

Kitsap County

MTP ID#	Project	Location	Description	Data Source	2005 - 2014 Total Cost
758	Fleet expansion		20 new buses, 20 rebuilt, 25 worker-driver, 150 vans, 40 paratransit	Kitsap Transit TDP	$15,233,000
3308	Bainbridge Island Multimodal Center		Improvements to the multimodal terminal at Winslow.	MTP Database	$1,000,000
3310	East Bremerton Bus Transit Center		Transit Center	MTP Database	$4,000,000
3434	Bremerton Transportation Center	Bremerton Ferry Terminal	Bremerton Transportation Center is a multimodal transfer center located at the current Bremerton Ferry Terminal. Phase A/B/C will include such elements as expanded car holding, elevated transit deck, expanded waiting terminal, WSF tollbooths and terminal agent office and a floating passenger-only ferry terminal. These phases are estimated at $34.5 million and the facility is scheduled to open in April 2000. Phase D (REV funded) will provide a) provide for a covered kiss'n ride, b) create an electric vehicle parking facility c) remediate contaminated soil within City of Bremerton and Kitsap Transit properties and d) sell the public facility roof pad for retail and office uses to support downtown development. Phase D is a design/build project.	PSRC TIP	$34,500,000
2517	New local bus services between 2000-2001	Kitsap County	450,000 hours fixed-route service; 125,000 hours demand response service	MTP Database	$48,300,000
3309	West Bremerton Bus Transit Center		Preserve existing transfer center	MTP Database	$2,000,000
2571	Harper Church P&R	Sedgwick Road (S Kitsap Terminal)	250 new stalls	Kitsap Transit	$1,000,000
				Kitsap County:	**$106,033,000**

Pierce County

MTP ID#	Project	Location	Description	Data Source	2005 - 2014 Total Cost
1102	Fleet Expansion		Buses, SHUTTLE Vans, Vanpool Vans, Support Vehicles	Pierce Transit Projects	$9,000,000
n/a	Maintenance Base Facility Expansion		Construct Base Expansion phases to accommodate expanded service	Pierce Transit Projects	$48,000,000
	Establish mid-county Park & Ride		Plan and construct a new 500 stall P&R serving the mid-county area.	Pierce Transit Projects	$5,000,000
2602	Parkland Transit Center		Acquire land for an updated Transit Center	Pierce Transit Projects	$2,000,000

	Parkland Transit Center		Construct an updated Transit Center serving the Parkland area near PLU	Pierce Transit Projects	$5,000,000
2593, 2599, 2605	Peninsula Park & Ride Lot		Acquire land and Construct a 500 stall Park and Ride on the Gig Harbor Peninsula	Pierce Transit Projects	$8,000,000
	Develop a Bus Rapid Transit (BRT) System		Implement a Bus Rapid Transit for Pierce County	Pierce Transit Projects	$50,000,000
729	CNG Station		Transit Fueling Station including additional capacity	Pierce Transit Projects	$800,000
				Pierce County:	**$127,800,000**

Snohomish County

MTP ID#	Project	Location	Description	Data Source	2005 - 2014 Total Cost
1894	N Everett Transit Center	Everett Community College Area	Design and construct N Everett Transit Center near Everett Community College.	Everett Transit Projects	$1,706,000
1895	S Everett Transit Center	Everett Mall Way area	Design facility, acquire R/W, and construct S Everett Transit Center near Mall	Everett Transit Projects	$4,717,000
1183	Transit Fleet - expansion 2004-2013		Expansion of bus, vanpool, and paratransit fleets (2004-2013).	CT Projects	$11,529,000
2623	SR 9 Lake Stevens Transit Center and P&R	SR 204 to SR 9	Construct a transit center in the vicinity of Frontier Village in the Lake Stevens area to include a new 300 stall park & ride.	CT Projects	$3,800,000
2620	Everett Station Phase 2 Parking Garage	Everett Station	Add 870 new stalls in garage	RTID	$16,876,922
	Snohomish County Park and Ride Capacity Expansion		Construct approximately 1500 stalls of commuter parking to accommodate 2015 parking demand	CT Projects	$30,000,000
	Transit Base Expansion		Construct a transit operations and maintenance facility to accommodate system growth.	CT Projects	$46,500,000
2626	I-405 (Canyon Park) P&R	Near I-405	Add 300 new stalls	RTID	$12,126,315
1899	Bus Fleet Expansion	Greater Everett Area	Expand bus fleet with 2 new fixed route buses	Everett Transit Projects	$682,000
2515	New local bus services between 2004-2013	Greater Everett Area	920,000 hours fixed-route service; 180,000 hours demand response service	Everett Transit Projects	$88,800,000
	SR 525 / Mukilteo Park and Ride		Construct a 150-200 stall park and ride facility along SR 525 in the Harbour Pointe vicinity.	RTID	$99,954,395
2614	I-5, Mountlake Terrace P&R	SW Snohomish	400 new stalls	RTID	$7,777,924
				Snohomish County:	**$324,469,556**

Regional Total:	**$1,773,601,064**

Monorail

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

King County

MTP ID#	Project	Location	Description	Data Source	2005 – 2014 Total Cost
2503	Seattle Monorail Project	Ballard to West Seattle	Phase I - Green Line	Seattle Elevated Transportation Company	**$1,219,587,300**
				King County:	**$1,219,587,300**

Regional Total:	**$1,219,587,300**

Sound Transit

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

King County

MTP ID#	Project	Location	Description	Data Source	2005 – 2014 Total Cost
1848	I-5 @ 317th (Federal Way)	317th	HOV Direct access point to Federal Way Transit Center at 317th	Sound Transit	$12,306,098
1849	I-5 @ S. 272nd St. I/C	I-5 & S. 272nd	HOV enhancement I-5 median @ S. 272nd Street	Sound Transit	$15,881,653
1854	I-90 @ Eastgate Park and Ride	Just west of Eastgate I/C(148th Ave. SE)	HOV Direct Access Ramps at Eastgate Park and Ride	Sound Transit	$22,433,528
2244	SR 522	Kenmore, Bothell	HOV/ Transit Enhancement	Sound Transit	$8,473,111
2359	Eastside Small Cities Transit Access		SR 520 Corridor through "Points" Communities	Sound Transit	$2,538,149
2361	Newcastle Bus Transit Center	Newcastle	Transit enhancements in Newcastle	Sound Transit	$3,166,099
2362	Newly Incorporated East King County Park and Ride	East King County	New park & ride lot serving the city of Sammamish	Sound Transit	$2,909,795
2364	Bothell Branch Campus Access	I-405 and 195th	HOV Enhancement - Branch Campus Access	Sound Transit	$3,908,393
2366	Issaquah Transit Center	Issaquah	Build new transit center or expand existing park and ride lot to include transit center	Sound Transit	$6,117,429
1612	I-405 @ Bellevue - HOV access improvements	Bellevue Downtown (I-405 @ SE 8th, NE 4th, & NE 8th Streets)	HOV improvements at three interchanges (this jointly sponsored project is also shown on the State Highway project list. Total combined cost is $164 million)	Sound Transit	$47,296,166
2370	Mercer Island Station / Park and Ride	Mercer Island	Transit center and Park and Ride with 200 new stalls	Sound Transit	$5,814,987
2372	Renton HOV Improvements (Formerly I-405 at Park Ave and Talbot Road in Renton)	I-405 @ N 8th St	HOV enhancement	Sound Transit	$50,138,192
3572, 3573	Kirkland Transit Enhancements	Downtown Kirkland to SR 520	Transit enhancements along Sound Transit route 540	Sound Transit	$11,531,559
2569	I-90 Two Way Transit Operations	I-5 to I-405	HOV Enhancement	Sound Transit	$10,890,992
1617	SR 900 Park & Ride Arterial Improvements	I-90 to Issaquah P&R	Additional lanes (WSDOT is the project lead)	Sound Transit	$1,936,503
2639	Federal Way Transit Center Parking Structure	23rd Ave @ S 317th	Transit Center and up to 1200 new stalls	Sound Transit	$16,743,201
3304	Kirkland Transit Center	NE 128th St & 120th Ave	Transit Center - Totem Lake area near Evergreen Health Care and Totem Lake Mall	Sound Transit	$5,804,669
3479	Woodinville Arterial HOV Enhancements	Woodinville vicinity (various locations)	HOV arterial enhancements at SR 522/NE 195th interchange, SR 522/SR 202 interchange and potentially other locations	Sound Transit	$5,891,036
3487	Kirkland I-405 Access Improvements	NE 128th St and I-405	HOV direct access ramp, freeway crossing, and in line transit stop in Kirkland	Sound Transit	$34,570,389
2492	Link Light Rail - Phase 1; Segment A	Northgate to University District	Alignment; Northgate Station, Roosevelt Station	King Co RTID	$589,748,001
2493	Link Light Rail - Phase 1; Segment B	University District to Convention Place Station	Alignment; NE 45th St. Station, Pacific Station, Capitol Hill Station, First Hill Station		
2494	Link Light Rail - Initial Segment (service scheduled to begin in 2009)	Convention Place Station to S. 154th Street Station	Alignment; Convention Place Station, Westlake Station, University St. Station, Pioneer Square Station; International District Station; Royal Brougham Station (provisional), Lander St. Station, Beacon Hill Station, McClellan St. Station, Edmunds Station, Othello Station, Henderson Station, Boeing Access Rd. Station (provisional), and S. 154th St. Station	Sound Transit	$1,450,568,970
2495	Link Light Rail - Phase 1; Segment D	S. McClellan to Boeing Access Rd	See above project 2494	Sound Transit	Included in project 2494
2496	Link Light Rail - Phase 1; Segment E	Boeing Access Rd to Tukwila	See above project 2494	Sound Transit	Included in project 2494

2497	Link Light Rail - Phase 1; Segment C (service scheduled to begin in 2011)	Tukwila to SeaTac	Alignment; Airport Station, 200th St. Station	Sound Transit	$163,066,376
2501	Sounder Commuter Rail	Seattle to Auburn	Track and Facilities	Sound Transit	$116,312,899
2360	Willows Arterial	Willows Road in Redmond @ NE 124th St	Could include lanes for buses and carpools to bypass traffic queues at intersections between NE 124th Ave and NE Redmond Way on Willows Road	Sound Transit	$3,996,073
				King County:	**$2,592,044,269**

Pierce County

MTP ID#	Project	Location	Description	Data Source	2005 – 2014 Total Cost
2601	SR 512 Park and Ride Expansion	Pacific Highway and 47th Ave (Lakewood)	Park and Ride with 500 new stalls	Sound Transit	$2,792,299
2502	Sounder Commuter Rail	Auburn to Tacoma	Track and Facilities	Sound Transit	$92,817,658
2502	Sounder Commuter Rail	Tacoma to Lakewood	Track and Facilities	Sound Transit	$37,278,148
2502	South 56th Street Station (South Tacoma)	South 56th St.	Commuter Rail Station	Sound Transit	$5,418,451
2595	Lakewood Station and SR 512 P&R Expansion	Lakewood and SR 512	Commuter Rail Station with up to 1,200 parking spaces	Sound Transit	$7,079,509
	Lakewood CBD Connector	Lakewood	Rail Station Connection	Sound Transit	$4,652,779
				Pierce County:	**$150,038,844**

Snohomish County

MTP ID#	Project	Location	Description	Data Source	2005 – 2014 Total Cost
1850	I-5 @ Lynnwood	44th Ave SW	HOV direct Access "T" Ramps at Lynnwood Park & Ride	Sound Transit	$28,018,690
1851	Lynnwood Transit Center and Park & Ride Enhancements	Near 44th W	Addition of 300 parking stalls to existing Park & Ride with major enhancement to transit facilities.	Sound Transit	$30,411,775
1852	I-5/112th St SE (S Everett Park and Ride and HOV Access)	I-5/112th Street SE vicinity (Silver Lake)	HOV Direct Access Ramps @ 112th St SE and direct Park and Ride lot in I-5 median and transit flyer stop	Sound Transit	$15,034,531
1894	N Everett Transit Center	Near Everett Community College	Off street transit center	Sound Transit	$1,502,565
2363	Bothell / Canyon Park Flyer Stop	I-405 @ SR 527	New Flyer Stop	Sound Transit	$3,827,511
2615	E Everett Park and Ride	East Everett	Project discontinued	Sound Transit	$3,203,146
3464	I-5 & 164th St (Ash Way)	Ash Way P&R	Design and construct HOV direct access ramps from 164th St park & ride lot to the HOV lanes on I-5	Sound Transit	$0 (Currently under construction)
2500	Sounder Commuter Rail	Everett to Seattle	Track and Facilities	Sound Transit	$34,773,866
808	Mukilteo Station	Mukilteo	Commuter Rail Station with 120 parking spaces	Sound Transit	$15,526,281
2483	Edmonds Station	Edmonds	Commuter Rail Station with 150 parking spaces	Sound Transit	$11,175,510
3576	Mountlake Terrace In-Line Station	I-5 @ 236th St SW	In-Line station in I-5 median and pedestrian overpass to Mountlake Terrace park and ride	Sound Transit	$16,251,205
				Snohomish County:	**$159,725,079**

Regional Total:	**$2,901,808,192**

Ferries

(Excludes Basic Needs, e.g. operations, maintenance, preservation, and safety)
(All costs are year 2000 dollars)

MTP ID#	Project Title	Location	Description	Data Source	2005 – 2014 Total Cost
n/a	Replacement of Fleet Capacity	Several central Puget Sound routes	Three Replacement Auto-Passenger Ferries and 2nd Deck on Sealth	WSF	$ 176,215,000
3308	Ferry Terminals	Bainbridge Island	Bainbridge Island Multimodal Terminal	WSF	$ 46,384,000
3434	Ferry Terminals	Bremerton	Bremerton Transportation Center	WSF	$ 440,000
2483	Ferry Terminals	Edmonds	Edmonds Multimodal Terminal (project sponsored by City of Edmonds - WSF is limited funding partner. Costs shown here include combined WSF and City of Edmonds costs)	WSF/RTID	$ 154,469,357
808	Ferry Terminals	Mukilteo	Mukilteo Multimodal Terminal	WSF/RTID	$ 101,023,211
2481	Ferry Terminals	Seattle	Seattle Multimodal Terminal	WSF	$ 21,620,000
2477	Ferry Terminals	Southworth	Southworth Terminal Improvements	WSF	$ 2,498,000

Regional Total: $ 502,649,568

Notes:

(1) In the past WSF has reported all needed life cycle preservation of its assets. However, the Legislature has adopted preservation performance standards that set goals of preserving vital terminal and vessel systems and structures to at least a 90% life cycle rating and other capital items to at least a 60% life cycle rating. Accordingly, WSF is now reporting a constrained need that corresponds to these standards.

(2) WSF is eliminating existing passenger-only ferry routes by June 2005 and reducing service on some auto-passenger ferry routes. As a result, the Ferry System will retire five passenger-only vessels and seven auto-passenger vessels during the 2005-2014 period. Three replacement auto-passenger ferries will be added to the fleet. This significantly reduces vessel preservation needs and work plans.

Nonmotorized Transportation

(Includes all Regional Trails on the Metropolitan Transportation System)
(Data Source: Metropolitan Transportation Plan Database)
(All costs are year 2000 dollars)

King County

MTP ID#	Project	Location	Description	2005-2014 Total Cost
3443	Lister Gulch Bicycle-Pedestrian Improvements	Tribal Administrative Center to Portland Ave area	Design and construction of 500 LF pedestrian and bicycle path, lighting and 40 LF bridge over Lister Gulch linking the Portland Avenue area neighborhood of Tacoma to the Puyallup Tribal campus thereby decreasing traffic at the I-5 and Hwy 167 interchange.	$48,000
2858	A St Trail	31st St SE to Transit station at 1st & B St	Shared use bike path	$1,330,000
2860	Auburn to Snoqualmie Trail	Interurban Trail to Auburn eastern city limits	Shared use bike path	$1,960,000
2854	148th Ave SE Trail	northern terminus of existing 148th Ave SE Trail to Planned BCC Trail	Shared use bike path	$70,000
2865	Bellevue Way Trail	Parallel along Bellevue Way from SE 30th to SE 8th St	Shared use bike path	$980,000
2866, 2868, 2876	BNSF Rail Trail	124th Ave SE & SE 38th Pl to Planned BNSF RR Trail, Coal Creek Pkwy to Forbes Creek Dr	Shared use bike path	$6,475,000
2888	Lake Washington Blvd Trail	Southern terminus of existing Lk WA Blvd Trail near Bagley Ln to Along BNSF Corridor to Bellevue/Newcastle limits	Shared use bike path	$840,000
2906 - 2910	SR 520 Trail	124th Ave NE to Bellevue/Redmond city limits, eastern Medina city limits to east to Seattle city limits at water's edge	Shared use bike path, SR 520 bridge portion Pending outcome of Trans-Lake Corridor study	$4,100,000
3423	SR 520 Bikeway Connection to Sammamish River Regional Trail	SR 520 / Leary Way / W Lk Sammamish P to Sammamish River Regional Trail	Construct 520 of Class I nonmotorized 10'-12' asphalt trail. This project completes a missing link in the nonmotorized MTS system between the recently completed SR 520 bikeway and the Sammamish River Regional Trail.	$320,000

2263	North Creek Trail Link	240th SE to McCollum Pk	New Class I bike/ped trail. Construct missing links in the North Creek Trail from Bothell to Everett.	$3,500,000
2920, 3373	Foothills Trail	Enumclaw city limits at SR 410 to Roosevelt Ave E, Buckley City Limits at King/Pierce Co Line to Enumclaw City Limits	Shared use bike path, Class 1 bike path	$1,435,000
2807, 2921, 3351	BPA Trail	Southern terminus of BPA trail at 344th St to S 356th St, Pacific Hwy S to northern terminus of existing BPA Trail, 51st Ave S to SR 99	Shared use bike path, bike path	$2,625,000
2863	S Park-and-Ride Trail	S 348th St to S 352nd St	Shared use bike path	$371,000
3350	Federal Way Trail to Transit Center	28th Ave S to S 288th St	Bike path	$1,260,000
3352	Steel Lake Trail	28th Ave S to S 290th Pl	Bike path	$975,000
3355	Planned Road	S 316th St to S 348th St	Bike lane	$1,040,000
2883	I-90 Trail	Planned E Lake Sammamish Trial to Western terminus of existing Highpoint Trail	Shared use bike path	$1,295,000
2669	Cedar Falls/Snoqualmie Valley Trails Connector	Fill gap in trail system, just east of Snoqualmie city limits	Shared use bike path Not in local plans	$1,337,000
2693	Iron Horse/Cedar Falls Trail Connector	Iron Horse Trail northwestern terminus to Cedar Falls Trail	Shared use bike path Not in local plans	$714,000
2672, 2673, 2873	Chief Sealth Trail Extension	Southern terminus of planned Chief Sealth Trail to Rainier Ave S to Renton City Limits, King Co/Seattle line to 68th Ave S	Shared use bike path Not in local plans	$1,764,000
3609 - 3611	Chief Sealth Trail--Seattle--North, Center, and South Segment	I-90 @ I-5 to S. Leo St. @ 59th Ave. S to Beacon Ave. S. @ S. Dawson St.	Mulit-use nonmotorized path. Through a partnership between Sound Transit and the City of Seattle, will construct a multi-use, non-motorized, asphalt path within Seattle City Light ROW.	$12,769,000
2674, 2675, 2875	Duwamish River Trail Missing Links	Portland St to Donovan St. (where trails picks up again), Seattle City Limits to 104th (where trail picks up again), Idaho St to Chelan St	Shared use bike path Not in local plans	$1,519,000
3114	Duwamish Trail on-road link (2nd S/S Austin/ Riverside/S Portland/8th Ave S)	Duwamish River Trail to Duwamish River Trail	Class 2 bike lanes	$575,000
2677, 2678	Preston Snoqualmie Trail	Fill gap in trail .7 mi - 1.1 mi west of I-90 (just outside Snoqualmie), eastern terminus of Preston-Snoqualmie. Trail to east to city limits	Shared use bike path Not in local plans	$504,000
2691	Sumner Pacific Trail Extension	Northern terminus of planned Sumner Pacific Trail to southern Pacific City Limits	Shared use bike path Not in local plans	$154,000
2874	Creekside Trail-Tibbetts Creek Corridor	Issaquah city limits to Lake Sammamish	Shared use bike path	$490,000
2876 - 2879	E Lake Sammamish Bike Path	SR 520 to Issaquah city limits	Shared use bike path	$7,161,000
2681, 2880	Green River Trail	Existing Green River Trail to east to southern terminus of planned Interurban/Springbrook Trail near Valley Rd, Interurban Trail to Kent city limits at Green River Rd	Shared use bike path	$1,729,000
3429	Interurban Trail/Green River Trail	Southcenter Blvd to Strander Blvd	Construct a bicycle and pedestrian trail between and Strander and Southcenter Blvds completing the Green River / Interurban trail between Alki and Flaming Geyeser trail. Segment is expected to interface with future multimodal center.	$704,000
2884, 2886	Interurban Trail	8th St E to southern terminus of existing Interurban Trail at 3rd Ave SW, Shoreline/Seattle city limits to Fremont Ave & Linden St	Shared use bike path	$1,995,000

3564 - 3566	Interurban Trail - Shoreline	N 145th St to N 205th St	Shared use bike path	$542,500
3567	Interurban Trail--Shoreline-SR 99/N 155th Overcrossing	SR 99@N 155th St.	Overcrossing of Aurora North @155th St. for Interurban Trail	$542,500
3392	Interurban Trail Crossing @SR 516	@74th Ave S Intersection	Provide signal (warrant met, 1997) and crosswalk at 74th Ave S for bicyclists and pedestrians on the Interurban Trail.	$340,000
2856	Springbrook/ Interurban Connection (SW 27th St)	Oakesdale Ave SW to SR 181	Shared use bike path	$994,000
2676, 2889	Meadowbrook Farm Trail	Planned Meadowbrook Trail western terminus to Planned I-90 Trail, Meadowbrook Way to Cedar Falls Trail	Shared use bike path	$1,638,000
3053, 3063	Vashon Hwy SW Bike Facility	Tahlequah ferry terminal to 273rd St, Vashon ferry terminal to 140th St	Bike lanes or Shared Use Path; Not in local plans	$2,430,000
2855	167th Ave NE/NE 85th St	166th to 83rd	Shared use bike path	$119,000
2862	Bear Creek Pkwy Trail	W Lake Sammamish Pkwy & SR 520 to Redmond city limits at Novelty Hill Rd	Shared use bike path	$1,855,000
2919	Willows Rd Bike Path	NE 124th St to E Lake Sammamish Bike Trail	Shared use bike path	$2,660,000
3258	Sammamish River Trail link to NE 84th St	158th Ave NE to Sammamish River Trail	Shared use bike path	$70,000
3421	Sammamish River Regional Trail Bike and Pedestrian Bridge Improvements	Sammamish River Regional Trail @ NE 100th St	This $805,402 project constructs a bike and pedestrian bridge across the Sammamish River @ NE 100th St. connecting the west and east sides of the Sammamish River Trail and completing a missing section of the Redmond / PSE Trail. In addition, this project	$805,420
2671	Cedar River Trail	Terminus of existing Cedar River Trail to Rainier and 88th	Shared use bike path Not in local plans	$125,000
206	228th Ave SE/Equestrian Trail	Inglewood Hill Rd to Issaquah Pine Lake Rd	This project is to provide equestrian facility.	$481,000
3428	Pedestrian Equestrian River Crossing / SR 202 Snoqualmie River Crossing	Across Snoqualmie River to Adjacent to SR to 202 Hwy Bridge	Construct a bridge for non-motorized use across the Snoqualmie River. The bridge will be concrete and the deck will have a clear width of 12-feet and will be approximately 400-feet long. High railings will be installed on the bridge to accommodate eques	$1,880,000
2668, 3153	Burke-Gilman Trail Extension	8th Ave NW to Chittendon Locks (30th Ave NW)	Shared use bike path Not in local plans Bike/ped trail facility.	$1,070,000
3613	Burke Gilman Trail (NW 60th to Golden Gardens)	NW 60th St to Golden Gardens Park	Construct a multi-use, nonmotorized, asphalt pathway from NW 60th St. to Golden Gardens Park using abandoned railroad right-of-way to approximately NW 67th St. and continuing along dedicated street right-of-way to Golden Gardens Park.	$786,170
2689, 2918	West Lake Union Path Extension	Valley Rd to .15 mile south of Aurora overcrossing to Prospect	Shared use bike path	$903,000
2857	6th Ave Bike Path	Planned Mountain to Sound Path at Royal Brougham to Spokane St	Shared use bike path	$1,015,000
2859	Alaskan Way	Spokane St to Atlantic St	Shared use bike path	$945,000
2895	Mountain to Sound Trail	western terminus of existing I-90 Trail at 12th Ave to E Marginal Way	Shared use bike path	$910,000
2902	Ship Canal Trail Extension	western terminus of existing Ship Canal Trail (6th Ave. West) to W Emerson Pl	Shared use bike path	$700,000
2905	Spokane St.	6th Ave S to E Marginal Way	Shared use bike path	$455,000
2882	Highpoint Trail	Terminus of existing Highpoint Trail near Issaquah eastern city limits to Western terminus of existing Preston-Snoqualmie Trail	Shared use bike path	$1,470,000
			King County:	**$82,775,590**

Kitsap County

2820	SR 305 Trail	Winslow ferry terminal to High School Rd	Shared use bike path	$700,000
2811, 2813, 2821, 2828, 2831, 2833, 2838, 2841, 2848	Mosquito Fleet Trail	Kingston ferry terminal to Southworth ferry terminal	Shared use bike path	$15,400,000
3371, 3405	Clear Creek Trail	SR 3 to Trigger Ave	Shared use path	$1,800,000
2832	Beach Drive Trail	city limits to city limits	Shared use bike path	$1,491,000
			Kitsap County:	**$19,391,000**

Pierce County

2890 - 2892, 2894	Milton-Edgewood Interurban Trail	Milton city limits to Edgewood city limits	Shared use bike path	$3,486,000
2806, 2847	City Water Ditch Bike Trail	Tacoma city limits to 84th St S, C St to Lakewood city limits	Shared use bike path	$3,745,000
2688	Water Ditch Trail Extension	Northern terminus of planned City Water Ditch Trail (at Holgate) to Dock St	Shared use bike path Not in local plans	$154,000
2809, 2814, 2835 - 2837, 2843, 2844, 2897 - 2900	Foothills Trail	Fife city limits to Buckley city limits	Shared use bike path	$18,690,000
3439	Foothills Trail, Cascade Jct. to Wilkeson and Carbonado	Wilkeson to Carbonado	Acquire and design the Cascade Jct. to Wilkeson/Carbonado section of Foothills Trail. Pierce County owns about half of this 7 mile section. The design portion will include engineering and all environmental requirements. Acquisition will generally be a 40 foot wide corridor, being on either side of the centerline.	$400,000
2887, 3359	Lake Tapps Pkwy/8th St Bike Path	Pacific City Limits to 182nd Ave E, Planned Interurban Trail to Eastern City Limits	Shared use bike path	$2,324,000
2851	Cushman Trail	SR 302 & 94th Ave. NW to Tacoma city limits	Shared use bike path	$8,400,000
2816	I-5 Trail	Eastern terminus of SR 16 Trail to S 37th St	Shared use bike path	$595,000
2827	Train to the Mountain Trail	Southern terminus of the Shoreline Trail to Beginning of Planned Tacoma Pipeline Trail at 25th St	Shared use bike path	$1,050,000
2846	SR 16 Trail	Tacoma Narrows Bridge to Northern terminus of planned I-5 Trail	Shared use bike path	$3,500,000
			Pierce County:	**$42,344,000**

Snohomish County

2840	Centennial Trail	N Arlington city limits to S Arlington city limits	Shared use bike path	$2,513,000
2823	Snohomish Centennial Trail	Snohomish River to intersection of Maple and Pine Avenues	Shared Use Bike Path along State and Lincoln rights of way/former BNSF RR route	$819,000
2822, 2829, 2842, 2850, 2852	Centennial Trail	northern terminus of existing trail at Lake Stevens to Monroe city limits (by SR 203)	Shared use bike path	$17,857,000
3398	Centennial Trail Crossing of SR 530	@E of SR 9/SR 530 Intersection	Centennial Trail crossing of SR 530 on abandon R/R tracks. Provide crosswalk and signing.	$10,000

2812, 2834	Interurban Trail	Southern terminus at 234th St to SR 104 (Snohomish/King county line), Northern terminus of existing trail at Beverly Blvd to 41st St	Shared use bike path plus Class II bike lanes from SR 104 to 239th St. Also includes Lake Ballinger Station on 76th Ave. with bike lockers, transit stop, bike map, and kiosks.	$2,352,000
3442	Interurban Trail Missing Link Pedestrian Bridge at I-5/44th Ave W	Lynnwood P&R to Landmark Inn/PUD ROW	Segment 2 involves the construction of a Class I bicycle/pedestrian overpass structure and approximately 1500 linear feet of trail. This project completes a missing link in the Interurban Trail where users are currently detoured onto city sidewalks along	$241,000
2805	Interurban Trail--124th St SW I-5 overcrossing	128th St SE to I-5	Shared use bike path	$133,000
2679, 2680	Riverfront/Inter-urban Connector	Planned Riverfront Trail to Interurban Trail at 84th St	Shared use bike path Not in local plans	$1,610,000
2818	Riverfront Walkway	SR 529 to Everett Station	Bike lanes	$900,000
3577, 3578	Riverfront Trail, Western Section	Hwy 9 on the Snohomish River to Cady Park, (40 Maple Ave,) plus State St. ROW between First and Bowen	Shared Use Bike Path along Snohomish River	$3,200,000
2824, 2687	US Hwy 2 Trail Extension	Planned Hwy 2 trail terminus at Monroe city limits to Monroe eastern city limits	Shared use bike path Not in local plans	$1,477,000
2826	SR 522 Trail	City Limits to Proposed Centennial Trail	Shared use bike path	$987,000
2853	White Horse Trail	Western terminus of existing White Horse Trail to SR 9	Shared use bike path	$15,400,000
3369	Scribner Creek Trail SR 524 Crossing	52nd Ave SE Intersection	Bicycle crossing improvements at the 52nd Ave SE intersection for Scribner Creek Trail.	$60,000

Snohomish County: $47,559,000

Regional Total: $192,069,590

Regional Grand Total All Programs: $19,489,337,144

Appendix 2: Destination 2030 Projects Completed

Into the future, a looming issue is the potential gap between the region's transportation needs and its ability to finance those needs. Under these conditions, it's easy to forget the progress already made in improving our transportation system. In beginning implementation of Destination 2030, the region has completed numerous transportation improvements through the end of 2004. The following is a selected list that demonstrates the geographic distribution of these projects around the region, range of project types across modes, and investment to date. While the list below includes projects completed in the 2000 to 2004 time frame, the cost figures show all costs[17] to date, including some investments prior to year 2000. This list includes projects on the Metropolitan Transportation System, Many other local projects and programmatic investments in maintenance and operations have been completed as well during this time period. A full project list for the adopted Destination 2030 plan can be found on the Regional Council site at http://www.psrc.org/projects/mtp/app9rev.pdf.

State and Interstate Highways

Total Investment: $847,000,000

- SR 18 - Improve to 4-lane freeway (Covington to Maple Valley)
- SR 522 - Improve to 4-lane freeway (SR 9 to Paradise Lake Road)
- SR 525 - Widened to 4-lanes (SR 99 to Alderwood Mall Pkwy to Harbour Point Blvd.) including new SR 99 interchange
- I-405 - Interchange improvements at N.E. 8th Street in Bellevue (under construction)
- I-405 - New off ramp to 116th Avenue SE in Bellevue
- I-90 - New Sunset Interchange in Issaquah
- I-405/SR 167 - Grade Separation ramp; southbound I-405 to southbound SR 167 in Renton
- SR 104 Corridor - Traffic Circulation Improvements (Kingston)
- SR 528 - 67th Ave to SR 9 (Marysville)
- SR 531/67th Avenue NE - Intersection Improvements
- SR 305/SR 3 - Intersection at Olhava (currently under construction)
- SR 303 - Access control and safety Improvements
- SR 304 - Charleston Blvd - Realignment, improvements including intersection, safety, drainage, streetscape, and new sidewalks and bicycle lanes (Montgomery Ave to Porter St)
- SR 527 - Additional lanes (164th St SE to 132nd St SE)
- I-5/SR 524 (196th St) interchange

High Occupancy Vehicle Facilities

Total Investment: $370,000,000

- I-405 - Completed HOV lanes (SR 527 to I-5 in Lynnwood)
- I-5 - South-bound HOV lane, SR 516 (Kent-Des Moines Road) to Federal Way (S. 320th St.)
- I-5 - Interchange improvements at South 38th Street in Tacoma (this project is required to accommodate the core HOV lanes on I-5 and SR 16)
- SR 16 - HOV improvements (Sprague Ave. I/C to Snake Lake) in Tacoma
- Pacific Highway South HOV lanes - South King County
- Airport Road HOV Lanes - Snohomish County
- SR 520 - HOV lane; 104th Avenue NE (Bellevue Way) to West Lake Sammamish Parkway

[17] Not adjusted for inflation

- I-405 - HOV Access, NE 6th St
- I-5 - Lynnwood HOV Access, 46th Ave W

Major Arterial Improvements

Total Investment: $28,000,000

- South 277th St. Reconstruction Phase 1 (Auburn)
- Spanaway Loop Road South (Pierce County)
- Viking Avenue Improvements (Poulsbo)
- Pacific Hwy E, Port of Tacoma Rd to Milwaukee Way
- Rosedale Street Improvements (Gig Harbor)
- South Tyler Street from Center Street to South 38th Street (Tacoma)
- Auburn-Black Diamond Road preservation and maintenance
- Avondale Road Preservation Improvements (Redmond)
- South 170th Street Rehabilitation (SeaTac)
- South 188th Street Rehabilitation Project (SeaTac)
- 6th Avenue (Tacoma)
- Randall Way - Widening, Reconstruction, and pedestrian/bike improvements (Kitsap County)
- Bucklin Hill Road @ Anderson Hill Road - Intersection improvement (Kitsap County)
- Newberry Hill Phase II - New signal, channelization, and climbing lane (Kitsap County)
- 132nd St. Extension Corridor - New 4-lane connector to SR 9

Ferries and Ferry Terminals

Total Investment: $1,500,000

- Port Orchard Intermodal Terminal and ferry purchase for Bremerton/Port Orchard ferry

Transportation System Management and Demand Strategies

Total Investment: $5,000,000

- A Street/2nd Avenue Signal (Auburn)
- Alexander Ave/Pacific Highway East Intersection (Fife)
- State Ave/88th St NE HOV Signal Priority Intersect (Marysville)
- Tremont Street Traffic Signal, Port Orchard Boulevard
- CBD Signal Interconnect (Seattle)
- Traffic Signal Update (Tacoma)
- Central Business District Closed Loop (Tacoma)
- South 38th Street from Tacoma Avenue to M Street
- Commute Trip Reduction for Small Businesses (Seattle)

Transit

Total Investment: $853,000,000

- New Sounder commuter rail service between Seattle and Tacoma, and Seattle and Everett
- Sounder commuter rail stations: Tukwila, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, Edmonds (temporary), and Mukilteo (temporary)
- King Street Station improvements to serve Sounder commuter rail
- Poulsbo/SR 305 Transfer Center
- Four new ST Express bus routes
- Tacoma Link light rail service between downtown Tacoma and the Tacoma Dome station
- Tacoma Dome station and parking garage

- Everett Station (Amtrak service began November 2002; Everett-Seattle Sounder commuter rail service began in 2004)
- Pacific Avenue Overpass (Everett)
- Kingston Park & Ride at George's Corner
- Overlake Transit Center
- Overlake Park and Ride
- Dupont Park and Ride
- Lynnwood Transit Center improvements
- Lynnwood Park and Ride enhancements
- Pacific Highway Park and Ride
- Bellevue Transit Center improvements
- Federal Way Park & Ride #2 (City Center parking garage) @ 21ST Ave SW
- Bus Rapid Transit - 99N/99S/SR 522 Bus/Base
- SR 99/Evergreen Way Business Access Transit (BAT) lanes
- Bainbridge Island Multimodal Transit Center Bus Circulation and pedestrian safety improvements
- Bremerton Transportation Center Phase A/B
- Harper Church Park & Ride Improvements and Expansion (Kitsap Transit)
- SR 99 Transit Lane (from 148th St SW to 244th St SW)
- South Hill Park and Ride
- I-5 Mountlake Terrace Freeway Station (under construction)
- I-5/Ash Way Transit Access Ramps (under construction)

Nonmotorized Transportation

Total Investment: $31,000,000

- W Kingston Road - Realignment, pedestrian and bicycle improvements
- Central Business District Sidewalk Program Stage 3 (Bellevue)
- 118th Pedestrian/bike Tunnel (Bellevue)
- BPA Trail Phase 3 (Federal Way)
- Pedestrian Bridge Across 220th Street SW (Mountlake Terrace)
- Pedestrian Accessibility Program (Seattle)
- South Lake Stevens Walkway (Snohomish County)
- Sidewalk Construction Program (Tacoma)
- SR 99 Galer Street Pedestrian Overpass
- Bicycle Commuter Station (Seattle)
- Pedestrian Bridge at Transit Center (Auburn)
- I-705 Pedestrian Crossing (Tacoma)
- University Way Sidewalk and Street Improvements (Seattle)

Freight Mobility (FAST Corridor Program)

Total Investment: $248,000,000

- SR 519 (Royal Brougham Way) - Grade separation over Burlington Northern Santa Fe tracks (Seattle) – Phase I
- SR 509 / Port of Tacoma Road - Grade separation over BNSF railroad tracks (Tacoma)
- 3rd Street SW - Grade separation over BNSF railroad tracks (Auburn)
- S 277th Street - Grade separation over BNSF railroad tracks (Auburn / Kent)
- California Street Overcrossing (Port of Everett)
- S 180th Street (Tukwila)
- 8th Street E / BNSF (Pierce County)

Appendix 3: Unfunded Priority Projects

When Destination 2030 was adopted in May 2001, the region was aware of the large shortfall between investment needs and available revenues. The plan included numerous strategies to address this shortfall. Then, in 2003, the Washington State Legislature approved a new funding package based largely on a 5-cent per gallon tax on motor fuel ("nickel package"). The package included a discrete list of transportation improvement projects but did not include funds for the maintenance and preservation of city streets or county roads. The Regional Transportation Investment District (RTID) worked on a list of high priority transportation projects to be funded by new regional revenue sources.

By mid-2004, while it was clear that substantial progress had been made, the region still faced a large revenue shortfall. Recognizing the need for additional funding options for both capacity enhancements and system maintenance and preservation, the Puget Sound Regional Council's Transportation Policy Board directed staff to poll member agencies, asking them to identify their currently unfunded transportation improvement needs. Of the more than eighty local agency members of the Puget Sound Regional Council, 21 responded by sending project lists which represent their current priorities. These are the projects which they would build if additional funding becomes available. The following list, while not complete, represents a sampling of regional priority projects which are currently unfunded or only partially funded.

Priority Projects for the Central Puget Sound Region
Currently Unfunded

MTP ID #	Project Title	Sponsor	Proponent
2483, 3415	Edmonds Crossing	WSDOT/City of Edmonds	City of Edmonds
2458 (Study)	SR 99 Alaskan Way Viaduct/Seawall Project	WSDOT	City of Seattle, Port of Seattle
3617	SR 167 Valley Freeway Freight Mobility and Congestion Relief Project	WSDOT	WSDOT
3616	I-5/SR 525 Missing Ramp	WSDOT	WSDOT
3618	SR 302 New Corridor	WSDOT	WSDOT
497	SR 162 Orting Valley Capacity Improvements	WSDOT	WSDOT
958	Spokane Street Viaduct Widening	Seattle DOT	City of Seattle, Port of Seattle
1613	SR 509 / South Airport Access	WSDOT/Port of Seattle	Port of Seattle
1692	SR 518 Route Development Plan Improvements	WSDOT/Port of Seattle	Port of Seattle
1866	SR 519 Improvements	WSDOT	Port of Seattle
N/A	I-5 Rehabilitation	WSDOT	Port of Seattle
N/A	East Duwamish Waterway - S. Bridge Deck Repair	Seattle DOT	City of Seattle
2497	LINK Light Rail connection to Sea-Tac Airport	Sound Transit	Port of Seattle
1224	East Marginal Way Grade Separation	Seattle DOT	Port of Seattle
N/A	Magnolia Bridge Replacement	Seattle DOT	City of Seattle, Port of Seattle
967	Mercer Corridor Improvements	Seattle DOT	City of Seattle, Port of Seattle
398	SR 99 Aurora Avenue High Capacity Lane	Seattle DOT/WSDOT	City of Seattle
2570	FAST Corridor Phase 2	WSDOT	City of Seattle
2570	South Lander Street Grade Separation	Seattle DOT	City of Seattle

N/A	N.E. 45th Street Viaduct - replace west approach	Seattle DOT	City of Seattle
N/A	Airport Way over Argo Bridge Rehabilitation	Seattle DOT	City of Seattle
N/A	12th Street / Jose Rizal Bridge Deck Repair	Seattle DOT	City of Seattle
N/A	5th Avenue N.E. Improvements	Seattle DOT	City of Seattle
N/A	Greenwood Avenue North	Seattle DOT	City of Seattle
N/A	14th Avenue South	Seattle DOT	City of Seattle
N/A	Denny Triangle Improvements	Seattle DOT	City of Seattle
2492	LINK Light Rail Connection to Northgate	Sound Transit	Sound Transit
N/A	I-90 Two-Way Transit Access	WSDOT/Sound Transit	Sound Transit
2372	N. 8th Direct Access Ramp to I-405	WSDOT	Sound Transit, City of Renton
N/A	S. 272nd Street In-line Station (on I-5)	WSDOT/Sound Transit	Sound Transit
3576	Mountlake Terrace In-line Station (on I-5)	WSDOT/Sound Transit	Sound Transit
N/A	N.E. 10th Street Extension	City of Bellevue	City of Bellevue
1390, 1412	West Lake Sammamish Parkway Improvements	City of Bellevue	City of Bellevue
2354	N.E. 8th Street Roadway Widening	City of Bellevue	City of Bellevue
1062, 1312	Northup Way Corridor Improvements	City of Bellevue	City of Bellevue
2318	Lakemont Boulevard Corridor Improvements	City of Bellevue	City of Bellevue
N/A	106th & 108th Avenues One-Way Couplet Conversion	City of Bellevue	City of Bellevue
N/A	112th Avenue S.E./S.E. 6th Street Intersection Improvements	City of Bellevue	City of Bellevue
N/A	N.E. 24th Street/148th Avenue N.E. Intersection Improvements	City of Bellevue	City of Bellevue
1318	N.E. 24th Street Non-motorized Improvements	City of Bellevue	City of Bellevue
1922	130th Avenue N.E. Roadway Improvements	City of Bellevue	City of Bellevue
1066	124th Avenue N.E./Bel-Red Road Intersection Improvements	City of Bellevue	City of Bellevue
N/A	119th Avenue S.E. Corridor Improvements	City of Bellevue	City of Bellevue
2854	161st Place S.E./S.E. 35th Place to 148th Avenue S.E. Trail Connection	City of Bellevue	City of Bellevue
N/A	N.E. 8th Street/148th Avenue N.E. Intersection Improvements	City of Bellevue	City of Bellevue
N/A	High Capacity Transit Study	City of Bellevue	City of Bellevue
1334	180th Street S.E. - SR 527 to Broadway Avenue.	Snohomish County	Snohomish County
N/A	Ash Way Corridor Improvements - Gibson Road to 164th St. S.W.	Snohomish County	Snohomish County
1946	88th Street N.E. - 44th Drive N.E. to SR 9	Snohomish County	Snohomish County
1954	Marsh Road - Lowell-Larimer Rd. to SR 9	Snohomish County	Snohomish County
N/A	Locust Way/Lockwood/14th Avenue W.	Snohomish County	Snohomish County
3318	SR 99 Bus Rapid Transit Corridor	Community Transit	Community Transit
N/A	Expanded Park & Ride Capacity (5,500 new spaces)	Community Transit	Community Transit
N/A	New bus operating base	Community Transit	Community Transit
N/A	100,000 additional hours of fixed route bus operations	Community Transit	Community Transit
2283	140th Avenue S.E. @ Petrovitsky	King County DOT	King County DOT
2313	Coal Creek Parkway	King County DOT	King County DOT
447	N.E. 132nd/128th	King County DOT	King County DOT
482	Woodinville-Duvall Road @ Avondale Rd.	King County DOT	King County DOT
2284, 422	Avondale Road	King County DOT	King County DOT
910	Benson @ Carr Road	King County DOT	King County DOT
925, 431	Issaquah-Fall City Road Phase 2	King County DOT	King County DOT
239	1st Avenue South Urban Retrofit	King County DOT	King County DOT
417	150th Avenue S.E.	King County DOT	King County DOT
2282	S.E. 208th/212th	King County DOT	King County DOT
482	Woodinville-Duvall Road	King County DOT	King County DOT
N/A	South Park Bridge	King County DOT	King County DOT
N/A	Countywide Signal Program	King County DOT	King County DOT
1620, 1782	U.S. 2/US 2 Route Development Plan (RDP)	City of Monroe	City of Monroe
811	2nd Street reconstruction and widening	City of Snohomish	City of Snohomish
1335	Bickford Avenue widening	Snohomish County	City of Snohomish

584	Airport Way Arterial widening	Snohomish County	City of Snohomish
1968	Tremont Street - SR 16 to Port Orchard Blvd.	City of Port Orchard	City of Port Orchard, KRCC
N/A	Burley-Olalla Interchange (SR 16)	WSDOT	WSDOT, KRCC
1665	SR 3/SR 16 Multi-corridor Subarea Plan	WSDOT	WSDOT, KRCC
N/A	Arsenal Way/Patten Avenue	City of Bremerton	City of Bremerton, KRCC
1673	SR 305 Project - Lincoln Road to Hostmark Street	City of Poulsbo	City of Poulsbo, KRCC
1675	SR 305 Project - Phase 2 Implementation Funds	City of Poulsbo	City of Poulsbo, KRCC
2820	SR 305 - Ferry Terminal to Winslow Way	City of Bainbridge Island	City of Bainbridge Island, KRCC
485	Bucklin Hill Road - West Silverdale Plaza to Tracyton Blvd.	Kitsap County	Kitsap County, KRCC
1280	Bethel Road - Lincoln to Ives Mill Road	Kitsap County	Kitsap County, KRCC
491	Silverdale Way - Munson Street to Newberry Hill Road	Kitsap County	Kitsap County, KRCC
1667	SR 3/SR 303 Interchange	WSDOT	WSDOT, Kitsap County, KRCC
1669, 1728, 1834	SR 104 - Kingston to Hood Canal Bridge	WSDOT	WSDOT, KRCC
1670	SR 160 (Sedgwick Road) - SR 3 to Bethel Road	WSDOT	WSDOT, KRCC
1874	Kitsap Way (SR 310) - SR 3 to Bremerton Ferry Terminal	WSDOT	WSDOT, City of Bremerton, KRCC
484	Warren Avenue (SR 303) Corridor Study	City of Bremerton	City of Bremerton, KRCC
486	SR 3 Belfair Bypass	WSDOT	WSDOT, KRCC
2571	Harper Church Park & Ride Expansion	Kitsap Transit	Kitsap Transit, KRCC
3435	Port Orchard Fast Passenger Only Ferry to Seattle	Kitsap Transit	Kitsap Transit, KRCC